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DIRT BIKE

MARCH 1977

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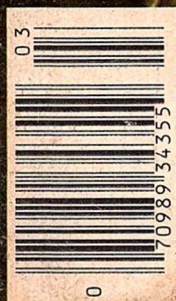
BIG TEST ISSUE!

MAICO'S AW250:
THE WEIL THING

SUZUKI'S
PE250:
PURE
ENDURO?

BULTACO'S 370
FRONTERA:
GOLD MEDAL
REPLICA

PLUS
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SHOOTOUT:
YAMAHA vs
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DIRT BIKE

MARCH 1977 VOLUME SEVEN NUMBER THREE

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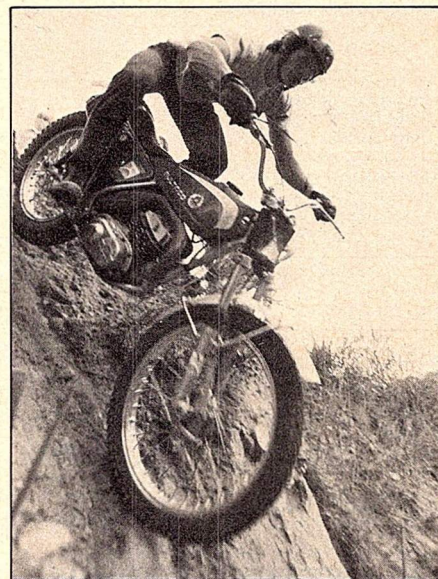
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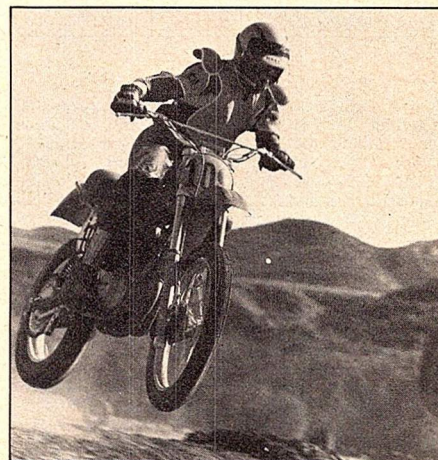
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ON THE COVER: Roger on American turf. An across the hall by Paul Boudreau photo.

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 Executive Editor: BRUCE WOODS
 Managing Editor: LEN WEED
 Associate Editors:
 GEORGE WEGNER
 DAVE SCHOONMAKER
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 ZEAL ANDERSON
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EDITORIAL & ADVERTISING OFFICES

Hi-Torque Publications, Inc.
 16200 Ventura Blvd.
 Encino, California 91436

ADVERTISING REPRESENTATIVES

THE PATTIS GROUP

INTERNATIONAL PUBLISHERS REPRESENTATIVES

LOS ANGELES:
 Rick Edman
 9701 Wilshire Blvd.
 Beverly Hills, CA 90212
 (213) 273 5300
 CHICAGO:
 Jack Sackley
 4761 Touhy Ave.
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 12901 S.W. 64th Court
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NEW YORK:
 Mel Cikk
 274 Madison Ave.
 New York, NY 10016
 (212) 679 7766
 CANADA:
 Sam Adelman
 3285 Cavendish Blvd.
 Montreal, PQ H4B2L9, Quebec
 (514) 482 1454
 LONDON:
 Mike Angeli
 Eastgate House, Onslow Road,
 Walton on Thames, Surrey
 KT12 5AA, United Kingdom
 093 22 25524

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SCHOONMAKER

AFTER THE FALL

This morning I read Bob Hicks' column in the most recent issue of *New England Trail Rider* (the only other motorcycle magazine I read, by the way). Therein Bob details the economic hardships which have beset his publications, local dealers, NETRA membership rolls and motorcycling in general. Bob assumes, perhaps somewhat generously, that the spiraling cost of off-road riding plays the major role in its dwindling popularity. As I puzzled over that not unfamiliar concept I realized that Bob was perhaps the first spokesperson in our sport to actually stand up and say, "We've got a problem." Accordingly, I think it might be appropriate for us to spend the next few paragraphs talking about the future health of dirt riding.

I believe that a wide variety of sources will indicate that the boom years of motorcycling are drawing to a close. Off-road riding, in particular, has been nothing less than a "fad" for the past five years. As such, it is probably foolish to assume that it could continue the way it has. Rather than view this as a source of woe, we need only view it as fact. Since a narrowing of the market is inevitable, we might as well approach it as positively as possible.

Despite the generous flow of

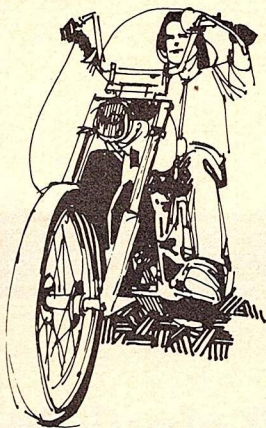
money which has pervaded motorcycling during the boom, no honest person could deny that the boom brought problems with it, too. My own perhaps mildly cynical perceptions tell me that a higher percentage of unhealthy individuals have been attracted to dirt riding as a "fad." My definition of an unhealthy rider is one who is over-involved in ego gratification through riding. Ego riders tend to hurt themselves and others.

Perhaps one of the first things we can look forward to during the deflation reconstruction is an improvement in the average individual involved in motorcycles. It will require a more thorough and realistic dedication to be an off-road riding enthusiast in the future.

Why? Well, despite what Bob Hicks had to say about the tremendous costs of participation, it's going to cost far more in the near future. Government regulations have already burdened manufacturers with additional costs and will continue to do so. For manufacturers to reach the 83 dbA California Highway Patrol regulation for the 1978 model year will be a difficult and expensive task. To do so with decreasing volumes of sales will increase their problems. Silence is going to cost us.

DIRT TO COME

- Riding the Champs' Bikes: Howerton's Husky
- Moto-Exposure: Gaylon Mosier
- Stylin': Unexpurgated, all-color guide for off-road apparel
- Mono/Laid Down Shootout: Yamaha DT250 vs. Suzuki TS250
- Testing Thumpthing Else: Yam's big Fiver, Take Two
- Great Scott: 12-foot waterfalls in a single bound!
- And: old timers, desert rats, green pitters



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But think about the 83 dbA level. Your average family sedan would have a terrible time meeting that standard. It's a noise level equaled by a half-full cocktail lounge. Under the current method of measurement, 83 dbA should be some sort of cornerstone in silence. And as our numbers moderate along with the attention we gain, politicians will likely seek new causes ripe for picking. There may be certain advantages to decreasing visibility.

There are severe adjustments to be made, however, not only from the consumer's wallet but on the industry level. It's my guess that a non-fad-inflated motorcycle industry will not come close to supporting the commerce it does now. Motorcycle magazines, for one, will and are at this time becoming fewer. Who can argue that there aren't a few examples of dead wood among the corpulent moto-rag plethora?

Many new motorcycle manufacturers slid in on the motorcycle fad. Projected sales volumes will not support them all in the future. Some must go. It may be a manufacturer which can't keep up with government regulations, or another which can't survive the reduced volumes and increased production-line expenses. It will take smart management and a dedication to riding to survive the coming crunch. Perhaps we will see a return to machinery designed for enthusiasts rather than the showroom-oriented masses.

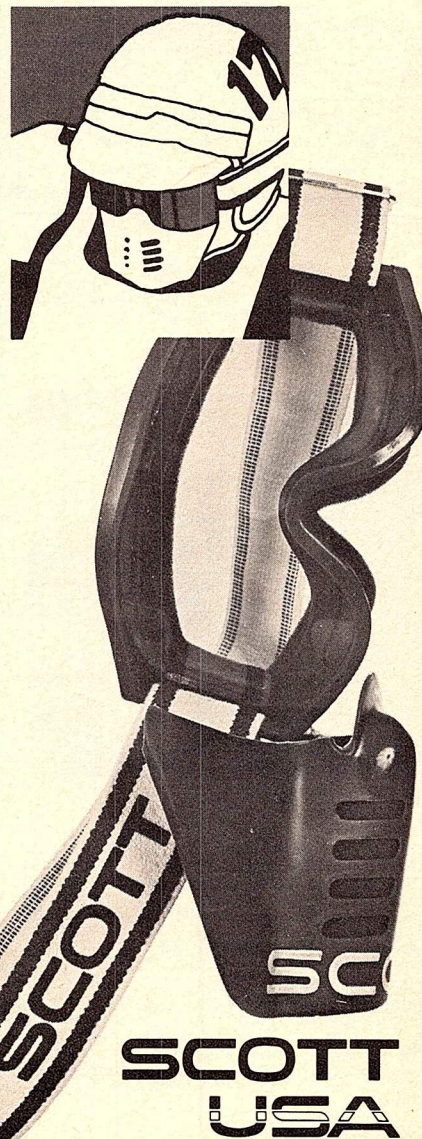
There will be changes among the accessory people, too. By 1980, I doubt that there will be room for the incredible duplication of products that we now see. The survivors will, to some extent, be the people with a budget to advertise; but perhaps to a greater extent, our increasingly enlightened buyers will be able to pick the quality rather than popular product.

I would also like to think that a more enthusiast-oriented rider market will be more hep to the "trick" BS jive. Much of the riding gear and accessories that we have today are marvelous improvements over the days of linesman boots and work gloves. But by the same token there is at least a similar volume of basic down-to-earth crap. Stuff no one needs to ride a motorcycle. When our riding dollar becomes a riding

(Continued on page 82)

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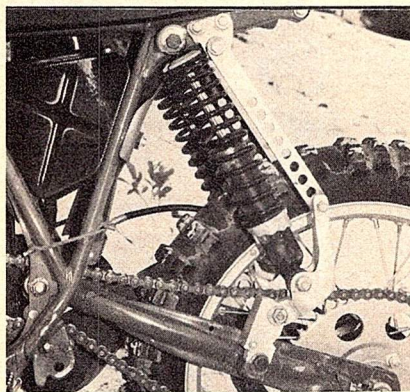
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WOODS

Those Talkin' That Television Knockin' Them Dirt Bike Blues.

I confess. The shame is rightfully mine and I accept it gladly, even eagerly. I ask not for forgiveness or understanding, merely for compassion. For the last week I've slipped gradually into the mire of a TV watching addiction.

This wasn't, of course, a pre-meditated dip into the dark waters of mindlessness. There are other, more pleasant, means of escape. No, from the first I intended to merely open the door a crack. I should have known better than to let the salesman's foot wedge itself in.

You know how it goes, I hope. A quiet evening, nursing an Oly, perhaps we were having a bench racing session, or maybe it was another round of the never-ending neighborhood Texas 42 tournament, regardless, all of a sudden the quiet became oppressive, I felt the need for some sort of audio background, a color to paint the evening against.

On this occasion I'd already played the four or five albums upon which I can regularly rely, and, in a mood of casual daring, strolled over to the old tube and flicked it on. I never intended watching, really, just wanted it there, as Lennon said, like a fireplace.

Needless to say it wasn't long before I felt my eyes triggering over, my conversation trailing off weakly in mid-sentence. It *had* been a good time since I'd watched, and there *were* changes to assimilate. Hooked, I was. The next three evenings slid languidly down the drain.

Slowly, though, even as the hours droned on and my mind was lulled into an uneasy trance, a few

interesting facts floated above the sickening stew of cliché and banality boiling in the network pot.

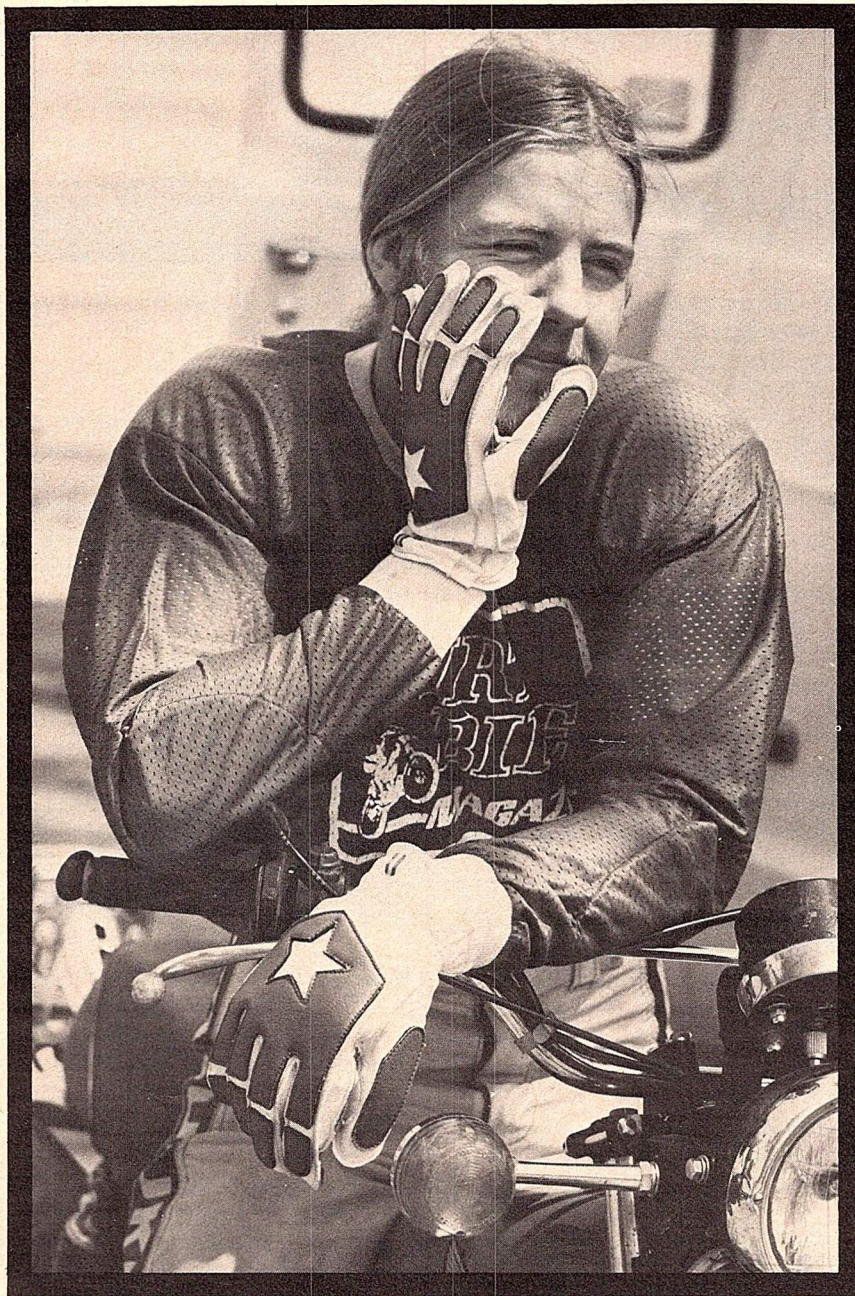
First, and this will come as no surprise to anyone sentient, the evening hours are crammed fit to bursting with cop shows. The networks are as studded with sirens as is an enduro rider's conversation with excuses. As I said, no surprise. We've seen clouds of cowboys, droves of doctors and seas of single-girl situation comedies. America will surely survive this plague of police shows. The second, and most disturbing, fact is that motorcyclists seem, on these badge operas, to be almost universally characterized as villains.

This, again, would appear to be nothing new, nothing more than the last gasp of the "Wild One" black leather jacket albatross that's been hung around our necks for over 20 years. But there is a difference. In almost every instance, on almost every station, these villains are dirt riders!

For example, in one episode of "Adam 12" the ever-hungry-for-a-scapegoat audience was treated first to an obnoxious kid who threatened his whole neighborhood with holocaust by riding his bike (presumably not spark arrested?) in the local hills, which were so dry that "a spark from a footpeg on a rock could set them off." Later, while I was still reeling in shock over the fact that such a mundane (and, from our point of view, damaging) bust was worthy of air time, we were introduced to an armed robber who

Continued on page 16

DIRT BIKE



“Dirt Freak”

... you have a lot in common with this man

He's Zeal Anderson, and he's used to being called names.

There's motorcyclist, pottery maker, test rider, marital agitator, cat owner and philosopher. And he plays a mean game of pinball.

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Like you, he's a DIRT BIKE reader. A man who loves bikes. Loves to ride them, talk about them, and watch others work on them.

Like you, he's the authority when somebody needs bike buying advice. "That bike, after I rode it a few times, I knew I wanted three of them." And he gives it freely to readers, friends, neighbors, woofies and his cat, Buckwheat.

Last year 97% of our readers wanted advice about specific bike models. We gave it to them. No hedging. And every reader passed it on to an average of nine others.

Zeal Anderson is one of those advice givers. Because, like you, he's an intense bike enthusiast

and, according to his fan mail, an influential long hair fox.

All in all, a real Dirt Freak.

"Dirt Freaks" — we got 1.6 million of them.

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MAGAZINE

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DIRT BIKE MAGAZINE

Okay, you all know that a bright colored vented DIRT BIKE racing jersey is a desirable unit. You've seen Ake win the '72 Trans-AMA one. You've seen John DeSoto wearing one in the '73 Trans-AMA. But you couldn't get one, could you? Well, nobody could. Those were special factory prototypes. Now we have them. Regular replicas, even better than the prototypes cause these have the reinforced elbows and the DIRT BIKE logo on both sides. Get your DIRT BIKE Racin' Jersey now, while they last.

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BITS & PIECES

by Len Weed

Profound confusion, apologies and update department. The address for Ken Ross in December New Products was his old one. The new one is 703 Cooper, Wylie, Texas 75098; (214) 442-3523.

Al Scheidler's name was misspelled in the January feature on the Yamaha YZ125D pre-production bike.

The key for the dyno curves in the January DG/RM story was reversed. The solid black line is the DG bike, the broken line, peaking at ten grand, is the stock RM.

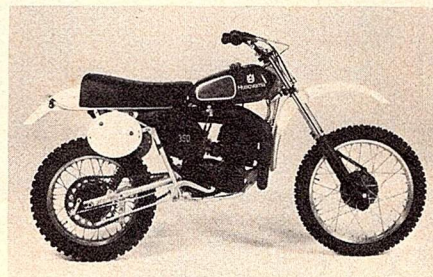
And in the December Hodaka Wombat test one of the captions on page 60 gave erroneous information. The oil injection system CANNOT be removed by simply plugging off the oil inlet fittings. Pabatco will provide the full info for the switch (Ed Chestnut, Service Department), but they strongly recommend the system not be removed. It makes it a lot harder to get to Woodchuck Corner or Lizard Bend, plus other technical considerations.

Well, that's it. Openly confessed, all our mistakes. We're sorry.

Japanese bike sale statistics from an eight-month sales survey conducted by *Revs*, an Australian motorcycle publication. The Japanese manufacturers sold 880,000 units at home; 400,000 to the U.S. However, only 31,000 of those 880,000 sold in Japan were larger than 125cc while the U.S. bought 280,000 bikes over 125cc. The second largest foreign consumer of bikes over 125cc was Great Britain with 66,000 units. Nigeria was third, Japan fourth with 31,000 units sold at home. In the 90-125 class the U.S. ranked fourth with 66,000 units behind Taiwan (180,000), Indonesia (75,000) and Nigeria (70,000). On a bikes-sold-per-capita basis the U.S. ranked 15th in the world with one sale for every 400 people over ten years of age. The leader was Taiwan with one bike for every 50 people. Japan

ranked third with one bike for every hundred people.

Where's Jim Connolly? It's been a while since our senior test consultant has appeared, but there's a logical painful explanation. He's mending a broken leg. He hopes to be back at the berms by about the time you read this.



What you're looking at is the new 390 GP Husky. It's basically the same bike Brad Lackey rode in '76. Husqvarna unveiled it at a model presentation in San Diego last November. What's new about it: 384cc engine, 9-1/2-inch travel leading axle forks, ten-inch rear end travel with redesigned gas/oil shocks, new frame with steeper 30-degree steering head angle, longer swingarm, new through-the-frame pipe, air filter, chain tensioner, mag cover and fenders. George and Gunnar got to ride it at Carlsbad. George's report: It's really good, almost as nice as attending a good blimp convention. It weighs 218, is priced at \$1850. George also found out that Husky GP frames have a lifetime guarantee unless you chop them up with an axe or wrap them around a telephone pole.

AMA National Motocross Win statistics: Most national wins, all classes: Karsmakers-13, Weinert-12, Jones, Lackey and Smith-8. Most wins, 500 class: Karsmakers-9, Lackey-8, Weinert-6, Semics-4. Most wins, 250 class: Jones-8,

DIRT BIKE

Weinert-6, Howerton and Karsmakers-4. Most wins, 125 class: Smith-8, Hannah-5, Hart and LaPorte-2.

One interesting item — Tony DiStefano only has two wins in the 250 class, but two national titles. Is that what they mean when they say consistency counts?

* * * *



Some info from our European contributor, Ken Olausson, from Sweden. Where else? Two-time world motocross champion Bengt Aberg has signed on with the Swedish Yamaha importer, Hallman (four-time world champion Torsten) and Eneqvist (team world champion Staffan) Motor AB, to ride an XT500 Yamaha (sort of) for 1977. Yamaha Motor N. V. in Holland will also be backing Aberg. Sten Lundin, himself a two-time world champion, developed the bike. The project originally started when Lundin fit the Yamaha engine into a modified Husky GP frame; Bengt's bike will be all Yamaha. In the photo from the left: Staffan, Sten, Torsten and Bengt. And not a blond among the lot.

* * * *

They're really getting it on in Seychelles, a small island country in the Indian Ocean. In a recent motocross the winner was on a Yamaha DT250, the runner-up on a CT175. And a DT250 won the track (pavement) race. What's interesting is the runner-up on a TY80 mini-trialer.

* * * *

Two more kickers from Honda for the kids. The Kick 'N Go Senior — the larger, faster, more rugged version of the KNG, designed to hold riders up to 135 pounds. Zeal only has to take off a few pounds to qualify, but he'll probably pick the second new model, the Kick 'N Go 2. This one introduces a dynamic new concept — two wheels instead of three.

MARCH 1977

Looks Like A Winner. Performs Like A Winner. IS A WINNER!



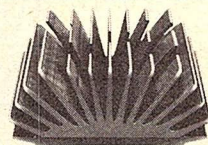
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Mark Steber
Tucson, Arizona

The shipping is no problem, Steber, it's the handling that worries us — ed.

ANATOMY LESSON

So the guy on page 17 of your December issue had his hands switched, huh? What about the dude in the shoulder pads on page

82? Did he have a belly button transplant or is his head on backwards?

John D. Clark, D.D.S.
Walnut Creek, California

Neither, Clark, he's obviously had his backbone drilled for lightness — ed.

EXPOSED!

After reading your December issue ("Talking Spain with a Spanish Champion") I'm convinced. Gunnar Lindstrom and Manuel Soler are the same person.

Sally Broadside
Norfolk, Virginia

Don't tell anyone where you heard it, but we suspect that both of them are actually John Denver! — ed.

THAT &*##@☆! WOODS?

DIRT BIKE has long been a family magazine with much humor and accurate information. Let's start with the family part. Ever since that (omitted) Woods has joined your staff, the language has gone sour. Read Woods' November "Checkpoint." The likes of that has never been in your fine publication.

Bruce Hyer
Lake Oswego, Oregon

We wish you'd been more specific, Hyer, we can't find anything offensive in the November "Checkpoint" at all. Oh, sorry about censoring your letter, we couldn't print what you called Woods in this family magazine. — ed.

SUPERBOWL STRIKEOUT

I'm curious about the vibes I'm getting from your article about the Superbowl. I get the feeling that our "keep with the times" dirt mag has failed to do so.

Motocross has come a long way and, as far as I'm concerned, is still changing. After all, if our winning riders are getting younger, and our

machinery more space-age, why shouldn't our events be more exotic?

Also, a lot of us Canadians would enjoy DB more if there were some Canadian dirt events included. Please print this to show us you care.

Barry Fowler
Calgary, Alberta, Canada

You have several good points, Fowler. Aside from the usual problems of passing room, etc., stadium cross has a lot of value. It was to present that view that we published Jimmy Weinert's column in the same issue as the Superbowl story. Stadium cross is still growing and changing, witness the heats-and-final system experimented with in this year's Race of Champions. We hope it will continue to do so, and, in time, become a distinct and valuable addition to our sport.

Lord, we'd love to cover Canadian events. Unless we get the material sent to us, however, it is difficult. The Great Yellow DIRT BIKE budget doesn't allow us that kind of travel money. — ed.

ABSURD TRIALS COVERAGE

Your magazine is the yardstick to which all other magazines should be measured. Your coverage of all branches of motorcycling is matched by no others. Len Weed should be commended for his excellent coverage of the trials scene. Finally we people in the sport of trials have someone that knows what he's talking about and shoots great pictures. As far as I'm concerned DIRT BIKE is the only magazine that gives trials the exposure and recognition it deserves. Keep up the good work!

Marland Whaley
Santee, California

Thanks for the kind words, Marland. It isn't often that a national champion takes the time to drop us a line. We'll continue the trials coverage . . . on one condition. You have to promise to stop throwing Len's underwear out hotel windows in Scotland. — ed.

AND AGAIN

It might be just my imagination, but didn't Woods and Schoonmaker once work for another magazine?

C. Bermshot
New York, New York

Correct, Bermshot. Neither of those bums can hold a job. — ed.

DIRT BIKE

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HOLESHOT

If you race AMA you probably know about the new Amateur Semi-Pro claiming rule by now. For some this has gone over like the proverbial lead balloon. Dan Hangsleben, who used to be the D in DG Performance Specialties and who is currently the President of PDI (Performance Distributing, Inc., an accessory distributor), sent us a copy of the following letter he addressed to dealers, distributors and manufacturers across the nation. We'll open this up with the AMA press release regarding the claiming rule, follow it with Hangsleben's open letter to dealers and finish with his letter to the Board of Trustees of the AMA.

If you care to write the AMA, their address is Box 141, Westerville, Ohio 43081.

COST SPIRAL ATTACKED WITH CLAIMING RULE EQUIPMENT APPROVAL

"Increasing costs are pushing amateur motorcycle racing out of the price range of the average AMA member."

"It's gone too far when the list price of a racing mini-cycle goes over \$2000." . . . It was in this setting that the Congress, with unusual unanimity, proposed its solutions to the high cost of amateur motorcycle racing. . .

The claiming rule says that any rider in an AMA amateur event may buy the motorcycle of any other rider entered in the same class.

Competitors should note that the claiming price is based on the *current model* of any given machine. For example, if the current model of motorcycle XYZ has a suggested retail price of \$1000, that then establishes the claiming price for *all* XYZ motorcycles of that model number regardless of their age. . .

The equipment approval requirement as passed by the Congress and amended slightly by the Board of Trustees requires that a manufacturer must submit specifications to the AMA and must produce and

make available to the public 200 motorcycles of the model he wishes to have approved.

The intent of the rule is to assure that any machine approved for AMA amateur racing will be one to which all competitors have access. . . .

"The price war must stop," says AMA Amateur Activities Manager Ray Hofmeister. "This rule will probably be a controversial one and it is going to be very important that the referees at the local level understand it and know how to enforce it. But the point is that the AMA Congress has very clearly stated that amateur motorcycle racing should not be the exclusive province of the wealthy. There are a tremendous number of readily available production racing motorcycles on the market. A racer should be able to buy one of those for the best price his dealer will give him, take it to the track and be comfortable in the knowledge that it will at least be in the ballpark with the rest of the race bikes there.

DEAR DEALER, DISTRIBUTOR, & MANUFACTURER:

Is the AMA playing God?

. . . In the past month the AMA has taken it upon themselves to enact a new Claiming Rule for the Amateur/Semi-Pro riders in the following categories: Dirt Track, Motocross, Road Racing, and Hill-

1977 AMATEUR/SEMI-PRO CLAIMING PRICES

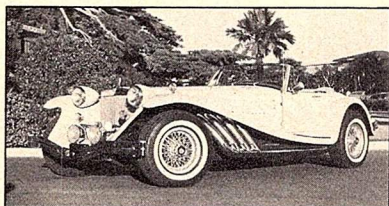
DIRT TRACK	SEMI-PRO	AMATEUR
1. Lightweight	\$2500	\$2500
2. 750cc	3500	3500
MOTOCROSS		
1. 84cc-250cc	2500	10% over the manufacturer's suggested retail price of the current model
2. 251cc-open	3000	
3. Sidecar combination	3500	3500
ROAD RACE		
1. All classes	3500	10% over the manufacturer's suggested retail price of the current model.
HILLCLIMB		
1. 84cc-250cc	2000	2000
2. 251cc-open	3000	3000

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ASK THE EXPERT

by Preston Petty

On occasion in the past I have taken a month out to write a few things other than the questions and answers. This time I want to toss out a few ideas that I am in hopes will help the overall motorcycle industry by helping each rider.

Back in the late '50s when I got involved in racing, there was a big battle going on between Triumph, BSA, Ariel and Harley-Davidson to try to talk the potential buyer into purchasing one of their bikes and not that of the competition. For sure, that's a worthwhile objective. But then, "dumb" old Honda came along, the first of the Japanese companies, and Mr. K. Kawashima said, "I don't really care if I sell a motorcycle to a motorcyclist, my main concern is to sell machines to the 99.8 percent of the population that does not have one." With that thought in mind, they embarked on a bold new advertising campaign in a variety of magazines, gave machines away to some of the movie stars, and attempted to put the Hell's Angels image into at least its rightful perspective in motorcycling.

That theme was carried along by the other Japanese manufacturers as they got started in the U.S. People who have been in the industry very long have seen it mature and expand greatly. But now it appears that we are back to a similar problem with the "purchase my Honda instead of your Kawasaki," or vice versa, when really the question should be, "Why should I buy a motorcycle? I live in an urban area. It takes me a trailer and a pickup truck and at least a 50-100-mile drive to get someplace to ride it." It is a big inconvenience.

I was very happy to see some recent attempts at collaboration between the MIC and the AMA in trying to provide some guidance on land usage. Let's look at some other possibilities, though. I've seen a number of ads in *Playboy* and similar magazines — full-page, two-page, full-color. Combine a couple

of those, let's say four pages at \$50,000 a throw, \$200,000 will buy a pretty good chunk of land in an urban area and would provide a place to ride. The counties and cities are stumbling over themselves to provide places to play baseball, football and all other kinds of balls. There is usually not one nickel set aside for a place to ride motorcycles. I know a bunch of youngsters who would much prefer to ride their XR75s or their 250 Yamahas than always have to go to the ball field for some exercise. Even finding a place to ride an MX bicycle is a problem unless you are willing to share it with the automobiles on the street.

Some of the millions of dollars that are spent on media advertising by the big companies would be better spent in providing these types of facilities or setting up a foundation to provide them. There are any number of possibilities. This type of approach would make the marketing problem for the big manufacturers quite a bit more simple. That way, when the industry doubles, each of them would get their share of the 100 percent increase at nobody's loss.

The probable reaction of the major motorcycle manufacturers today will be that there is not enough money to accomplish something like this. The business is slow, motorcycle sales have dropped to what they were in 1973 and earlier. Yeah, I can't argue with that, but if a lot of that money had been put into such a program in years past, they probably would have found out that sales did not slump as much as they have with dirt bikes. The simple fact is, producing good dirt machines is only half of the problem; you have to give people a place to ride them. The more places there are, and the more convenient they are, the better it will be for all of us.

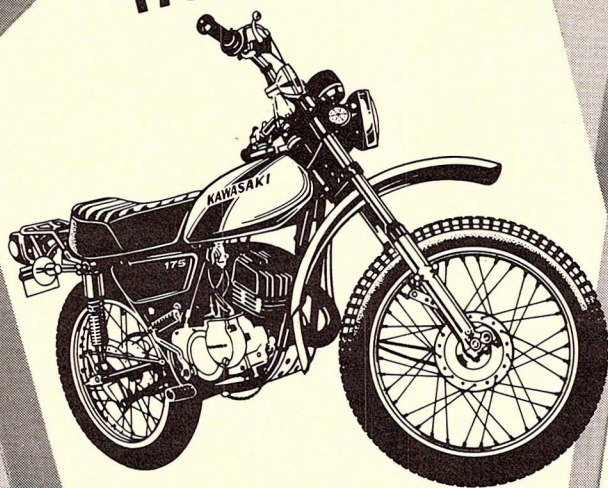
In the meantime, each of us needs to work toward ensuring the

Continued on page 79

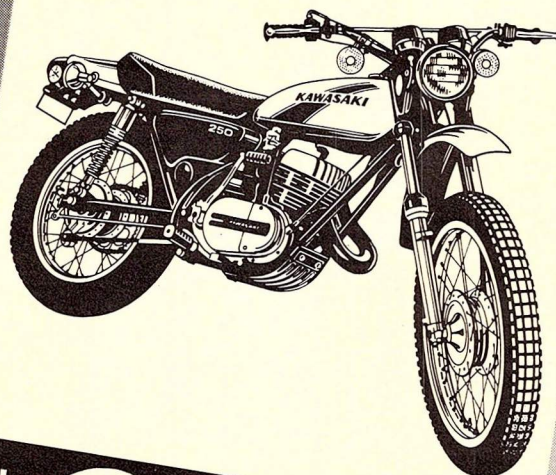
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175cc F-7



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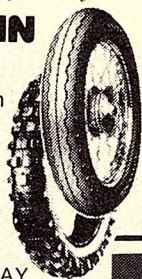
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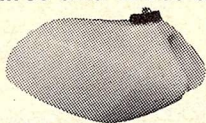
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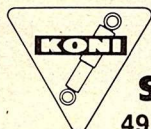


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Continued from page 6

made his escape by wheelieing through a staired underpass on his XL250. Luckily for civilization he met his end in a convenient lowside, under the eyes and riot guns of the boys in blue. Though I can't argue (much) with the seriousness of the crimes depicted, this sort of exposure must go a long way toward convincing folks who know nothing about dirt bikes that they are suspect machines and that those who ride them are social deviates at best, at worst, dangerous.

There were other examples, too. "The Streets of San Francisco" not only featured a crooked dirt rider (fleeing the police Guzzis on his Hodaka 250 ED), but threw in a murderous dirt bike dealer to underline the point.

There were more, and the fact that they all occurred in a few days' time on channels I happened to be watching comes a lot closer than I'd like to indicating a trend.

It would seem safely non-paranoid, faced with this kind of evidence, to make a few assumptions: A) Somebody up (or down) there doesn't like us, and B) portraying our sport in a bad light must make them money.

Where will it end? The mind boggles. Perhaps we will soon see double drive-in blood features like "Hell's Angels on Dirt" or "The Texas Dirt Bike Massacre." Think of the fun our already stubborn adversaries, those who work to deny us the right to ride off-road at all, could have with something like that!

And what's to be done? Well, I admit to being in a snit about *that* for days, planning massive letter-writing campaigns, proposing boycotts of certain offending shows, etc. Slowly, however, I began to realize something. If my dirt biking brethren were watching these shows, they would surely be as angered by them as I. The letters and phone calls surely *had* been made. I was left with only two possibilities to consider.

Either you've finally become burnt out to the point where writing a complaining letter is just too much trouble.

Or you have enough good taste not to have been watching that junk in the first place.

I sure hope the reason is the latter ...

DIRT BIKE

1977 MAICO = LAP-TIME ADVANTAGE



Your lap-time advantage is a brand new MAICO chassis with true 9 1/4" wheel travel. All '77 MAICO AW's are the same (and only) set up that could beat the world champion, and his machine, several times. Your lap-time advantage will be secure, because the world champion's machine is not for sale. • Check out the Maico AW 250's, 400's and 450's at your authorized local dealer.

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HOLESHOT

Continued from page 13

own. The legal implications of such undertakings would fill volumes. We do not believe the AMA or any vehicle that purports to act in the interest of its members could be responsible for any such unbelievable actions.

Example 2: Loss of Parental Support. Many parents support Amateur racing for their children as an outlet for spare time and energy, despite the fact it's dangerous. Many parents are willing to help underwrite part of the cost to see their children out of trouble. If forced into legislative losses by arbitrary and thoughtless actions by the AMA or others, parents will withdraw support.

Example 3: Youngsters who are committed to the support of motorcycle racing to the point of spending their own hard-earned money to race . . . will be subject by the proposed new legislation to irreparable damage. Such legislation can only destroy the commitment of this outstanding group of young people to the sport of motorcycle racing. Therefore, this Claiming Rule potentially brings terrible damage to both the young people who make the sport, the sport itself, and all supporting industries surrounding it.

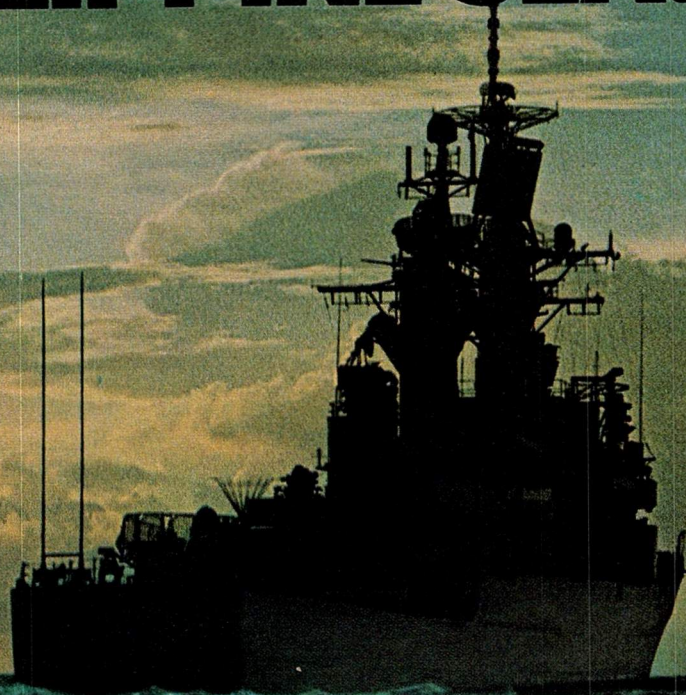
Example 4: Many states are non-title states and do not require a title on a dirt bike. Let's suppose that a bike was claimed. Who will guarantee a clear title, the AMA? Let's also suppose there is a sales tax of four to six percent. Who is responsible that the tax was actually collected when title passes between the buyer and seller. I believe, being this sale was made at a sanctioned AMA event, they could be brought in as an accessory if titles were not clear or tax was not collected. I do believe the AMA has enough paper work now, not to encourage more.

We do agree that there is a problem with the spiraling cost of racing, but we do not feel this rule is the answer. We feel that a choice should be given to the riders of either racing in stock or modified class.

AS WE GO TO PRESS

AMA President Bob Rudolph announced early in January that the AMA Board of Trustees has rescinded the amateur claiming rules scheduled to take effect on January 1st. The Board's decision was based on advice received concerning potential legal and administrative problems. The AMA will encourage the use of classes for stock motorcycles in 1977, however.

OUTWARD BOUND, PHILIPPINE SEA.



You can hear it a hundred times—

“Casssst off!”

—but it never fails to get you. You’re busy, but you can’t help looking up. Then the engines surge, the ship catches speed, and you get that feeling no landsman ever knows.

You’re out, you’re free, and everything is brand-new.

The Navy can train you in one of sixty career fields. You’ll travel, make new friends, get top benefits. For more information, fill out this coupon, see your local Navy recruiter, or call **800-841-8000** toll free. (In Georgia, 800-342-5855.)

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NAVY. IT'S NOT JUST A JOB, IT'S AN ADVENTURE.

Even riders who aren't dyed-in-the-wool motocross racers know the names of the Honda 125 Elsinore™ and Marty Smith. Marty is the only rider ever to win the United States 125 National Championship not only twice, but twice in a row. And he did it both times aboard a Honda Elsinore.

In racing, knowing how to take

need to win. My practice bike doesn't just help keep me in shape for the races, it helps keep me in shape to ride the RC. Both of them are light and quick. And the type of power is nearly identical."

Fuller Fuel Charge and More Power.

That's the power that set the 125 class afire when the first CR-125 was introduced. Only now it's

much more potent than even those first CR's. This eruption of power comes from the Elsinore's highly-refined two-stroke engine. Apart from the large intake and bridged exhaust port, there is a total of five transfer ports in the cylinder. The one at the rear of the cylinder is fed from the transfer tunnels on both sides of the cylinder. It acts as a direct boost port to scavenge burnt exhaust gasses out

of the head's combustion dome to provide a fuller fuel charge and more power.

Honda was one of the first major manufacturers to offer a

CR-125M

"Until recently, this kind of power and handling could only be found on a works bike."

—Marty Smith

six-speed transmission to the 125 competitor. Honda's gearbox was then, and still is, probably the slickest-shifting production six-speed in the world. Marty knows the advantages of that. "Hondas shift so boss I almost didn't believe it the first time I rode one. I always get the gear I want. A transmission like that saves time each time you shift. And after a couple of laps, those shifts can add up to a big lead."

Chrome-Moly Frame.

To keep all that power and six-speed acceleration driving straight, Honda surrounded the Elsinore power plant with a sturdy chrome-moly frame. Honda designed in precise steering geometry to enable the rider to apply his particular racing style to the machine rather than be forced to develop a new style in order to adapt.

That geometry comes about, in part, through the use of eight-inch travel, offset-axle forks. At the rear, a pair of gas-charged forward-mounted shocks soak up punishment throughout seven inches of axle travel. With pres-



an advantage and extract the fullest from it will help make you a winner. Marty is well aware of this. "I'm just like the next guy," he says. "I like to win. And as long as I'm riding an Elsinore, I know I've got a **big** advantage."

"Light and Quick."

Against other factory team riders, Marty competes on his RC-125 Elsinore works bike. The racing is fast and furious and it takes a lot of training to stay in shape for that kind of competition. Marty trains several times a week on a production CR-125M Elsinore. "The RC and the CR are really a lot alike," says Marty. "Both bikes feel similar when you're on the gas. Everything falls right into place. Right where it should be. And everything works just like I know it should. There's nothing fancy on either bike. Only the things you

CR-125M AT A GLANCE.

Engine Two-stroke, piston-port, single-cylinder
Ignition Capacitor-discharge ignition
Transmission	.. Close-ratio six-speed
Front Suspension Eight-inch travel, offset-axle forks
Rear Suspension Forward-mounted, gas-filled shocks; seven inches axle travel
Dry Weight 195 lbs.

Always wear a helmet and eye protection when riding. Model availability may be limited. CR's are designed primarily for motocross use and are sold "as is" without warranty. For free brochure, write: American Honda Motor Co., Inc., Dept. DB37, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer. © 1977 AHM.



surized gas shocks, like those on the Elsinore, long motos and fast-paced riding are easier because the shocks resist high-temperature fading.

The Horsepower Chews Up Rear Tires.

"I practice hard on my production bike about three times a week. I ride on a rough track near my home so I'll be in shape for the super-tough tracks we have to ride during the season. And that production 125 has yet to break down. We've changed the rings a couple of times and I think it's finally due for a new piston. But it hasn't let me down once. I do wear one thing out, though. Rear tires. Seems like whatever tire I put on back there, the practice track and the horsepower chew it up."

If you're ready to move up to a fast, sure-handling 125 motocrosser, then get on a new Honda CR-125 Elsinore. A bolt-for-bolt replica of Marty Smith's practice bike. Bright red. Bred to win.



HONDA
GOING STRONG!



SUZUKI'S PE250 ENDURO



DIRT BIKE TEST

PRELIMINARY EDIFICATION

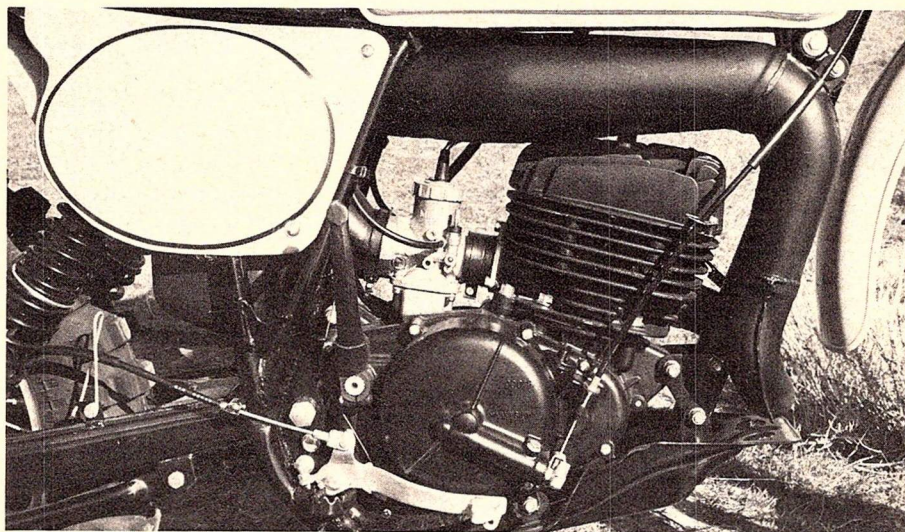
Hands down, no question about it at all, Suzuki's PE250 has got to be the most *arguable* bike that we've tested in quite some time.

Even before we'd actually seen the bike in the living yellow, rumors and first-hand reports from preferred persons (that is, anyone who'd copped a ride before we did) concerning the abilities (or lack of them) of Suzuki's first pukka enduro mount assailed us from all sides. We heard it was everything from an RM with lights to a TS without turn signals. We heard it was the new ultimate enduro/ET machine and we heard it was just another street/trail foofer.

Regardless of how the PE falls within those parameters (you'll have to read the rest of the test for *that*), we can predict here and now, if you are an enduro rider, or an ET rider, or a serious trail rider, that you already have been, or will soon be, involved in, or will overhear, an argument about the merits of this machine.

Cross-country riders, it seems, are more marque loyal than are most other dirt riders. They have to be, as they spend greater time and distance on their bikes per ride and must depend upon those bikes not only to be competitive, but to bring their riders back from wherever they get to, usually spots far from the relative conveniences of truck or pit. It is a different sort of man/machine relationship that develops under these circumstances, and the loyalty

***You've come a
long way, baby!***



The modified RM250B engine produces more low end at the expense of peak horsepower. A fair enough trade-out for enduro applications.

which this relationship develops is understandably fierce.

For the past few years there has been a clear-cut division between those people who rode "real" enduro machinery, bikes such as Ossas, Rokons, Penton/KTMs, Bultacos, Huskys *et al.*, and those who rode (and often did well upon) modified Japanese-made trailbikes.

Honda's MR series, Yamaha's IT400 (we as yet haven't tested their new IT series) and Hodaka's ED changed all that a bit. That is, these bikes blurred the distinctions a little, served to narrow the gap between the European, to use a simple, though not all-inclusive term, and Japanese machinery. Still, few riders would contend that, box-stock, any of the latter would equal the best of the former.

The reason that the PE250 will cause so many arguments is that it has taken another slice out of that gap. Whether it has merely narrowed it again, no small achievement, or closed it once and for all, will be the subject of the controversy, and is the subject of this test.

We all know by now, though, that there are no absolute answers.

PARTS ENCYCLOPEDIA

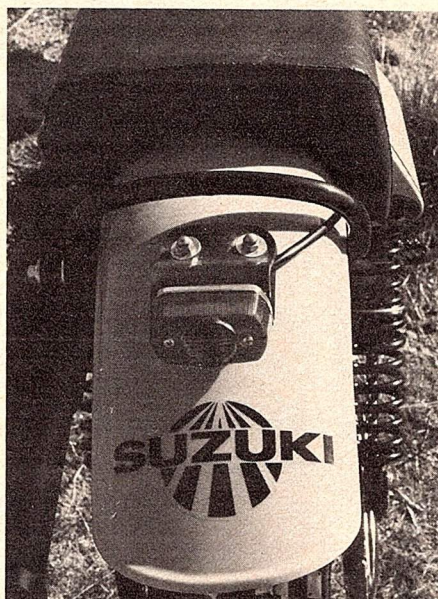
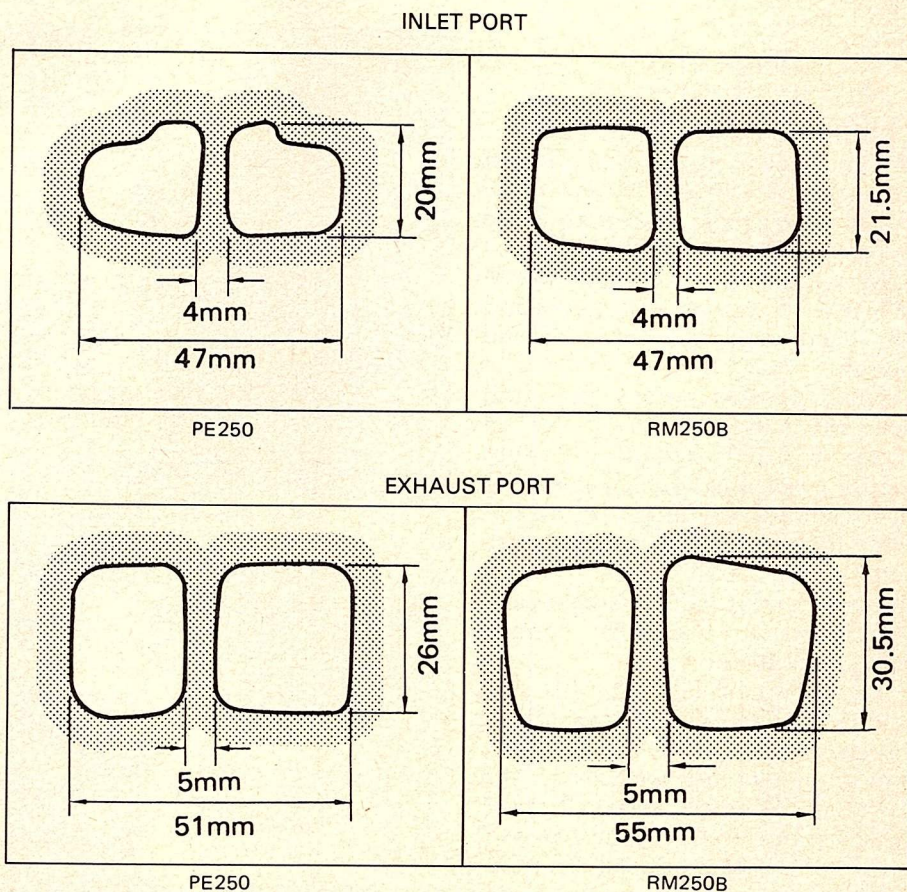
The PE is, in Suzuki's own words, "developed from the RM250B." It is not, however, an RM with lights. Such experiments have proved to be less than satisfactory for trail riding. The differences between Suzuki's motocrossers and their new enduro bike are considerably more extensive.

The PE's engine, for example, though basically the same unit that powers the RM, incorporates many changes. Though the bore and stroke remain the same as in the motocrosser, the head and ports have been modified in the interests of durability and greater torque output in the low- and mid-rpm ranges.

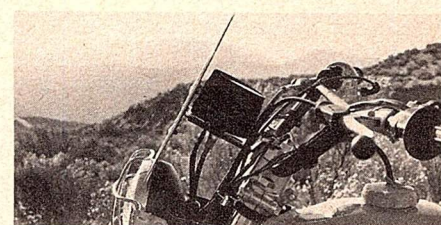
The cylinder head is tapped to accept a compression release, and head volume has been increased a total of 3.90cc, lowering the compression ratio to a milder 7.0:1.

Porting dimensions have been altered, as are the shapes of the intake and exhaust ports (see illustration). The crankcase is identical to the RM/B, save for some machining on the case wall where clearance problems had been noted relative to the RM's fifth driven gear.

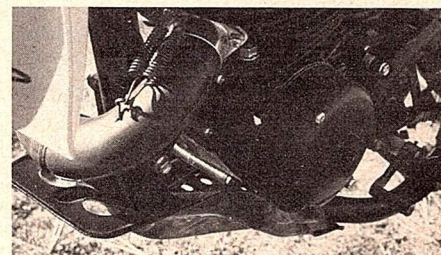
A baffle plate has been added to



A safe, sane and unobtrusive taillight; it incorporates a brake light for street legality in some areas.



Though heavier than a Petty, Suzuki's headlight/number plate combination works well and provides protection for the speedometer.



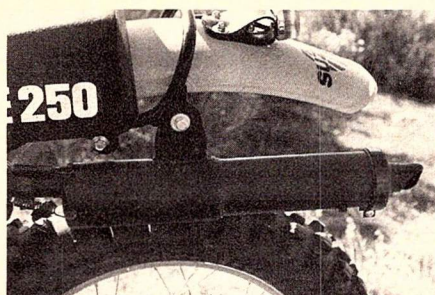
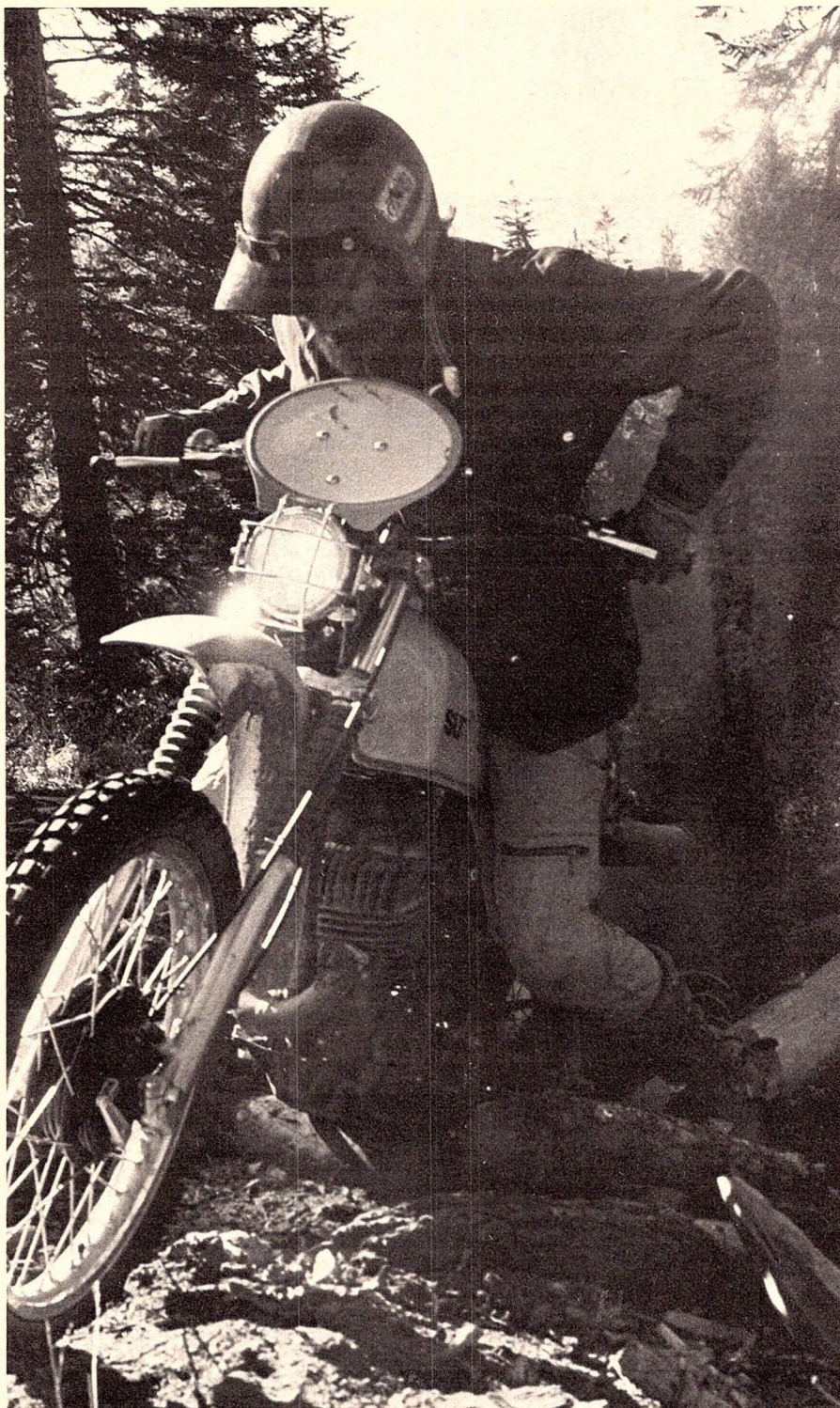
The skid plate could be stronger, especially considering the somewhat inadequate ground clearance. Nothing broke, though.

the expansion chamber, as has an approved spark arrestor/silencer. While worlds quieter than the RM, this arrangement will still have some trouble meeting trail-legal noise regulations in certain areas, notably California and New England. Suzuki will soon offer, for a minimal price (under \$5, we hear), an accessory silencing kit. It was not

available at the time of this test, but will be commented upon in a later follow-up evaluation.

The carburetor is the same 36mm Mikuni found on the RM. Jetting changes, as indicated in the spec sheet, allow it to work with the more restrictive pipe and detuned engine of the PE250.

The total effect of these changes is



The approved spark arrestor/silencer reads out at about 91 db. Suzuki has a cheap accessory kit available to drop that level, presumably to 86 db.

MARCH 1977

a loss in peak horsepower and a corresponding gain in low- and mid-range tractability. Most riders will judge that, for trail riding purposes, the trade was well worth the making.

Though identical in geometry to that used on the RM250B, the PE's frame incorporates various brackets for mounting the enduro paraphernalia, as well as a new tailpiece ending in an above-the-fender grab loop, to aid in pulling the bike out of particularly difficult situations.

Swingarm design has been altered just enough to allow the fitting of an efficient chain tensioner.

Both shocks and forks are similar to those found on the motocrosser, but travel is less (by some 25mm at each end) and spring rates differ. Suspension on the PE is softer than that on the RM during the first portion of travel, and stiffer during the remainder.

The gas tank and filler neck are larger on the enduro model, for longer range and easier, quicker refueling, and the seat has had 16mm of padding trimmed off the top to allow for footing in rocks, stream crossings, etc.

Miscellaneous enduro gear, such as the speedometer, lights, switches, fork boots, etc., has been added to the basic package.

And that's about all. The above changes turn the fire-breathing RM into a motorcycle of a completely different character. How successful was the transformation? The only way to tell is to go riding.

PUTTING EARNESTLY

One-kick starting has become a magazine cliché. In truth, we don't doubt that on one or two occasions it might have taken us two, maybe even three, kicks to get the PE going, we honestly can't remember for sure. Suffice it to say that the bike was always an easy and reliable starter. The lower compression ratio lets a quick flick of the leg drive the starter through, with little danger of kickback and without the type of



Pegs are good, shifting easy, perhaps too easy.

effort that could dislodge a tired rider stalled on a hillside.

The exhaust note, once the bike is warmed up (and it *is* quite cold-blooded) is, for all of its 91 db, not offensive. Even the most noise-conscious members of our staff found the bike not offensive to be around. If Suzuki's silencing kit can truly reduce the sound to 86 db, it

will be pleasant indeed.

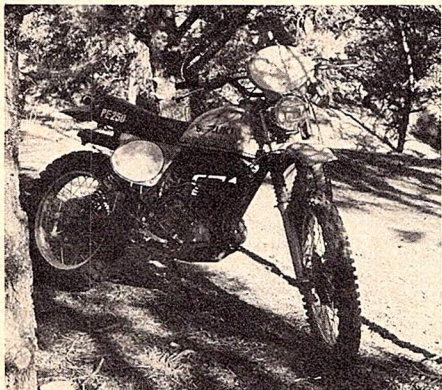
A few blips of the throttle indicate quick response and little flywheel inertia. Though the bike will torque, it is also a quick revver.

The PE snicks easily into gear, so easily, in fact, that you might inadvertently foot the lever again, just to be sure that it moved.

Under power the 250 pulls cleanly from the bottom, with little clutch slippage necessary for starting. The changes mentioned above, particularly those related to the powerplant, have given the PE a split powerband, with adequate low end to allow for sloppy shifting or tight plonking, and with top end sufficient for quick turn-to-turn and straightaway acceleration.

Gear ratios are spread with a wide gap between first and second. First is, essentially, for starting and mistakes, as second will pull through all but the tightest sections. Another wide gap separates fourth and fifth, fifth gear being almost an overdrive, valuable mostly for fireroads or pavement.

Power on the PE250 is not overwhelming, lacking as it does the rock-spraying jolt characteristic of the hotter enduro/ET bikes, but is more than sufficient to carry the rider cross-country at a deceptively high rate of speed. Few will want to go faster than the PE is capable of



going on any conceivable off-road terrain.

On hard baked, or sticky, good traction surfaces, the PE250 changes direction precisely and with little fuss. Though it will not recover from a deflection of the front wheel by itself as will some European machinery, it is not deflected from its course easily. There is, however, a slight tendency toward top-heaviness when the large gas tank is carrying a full load.

On cushioned or sandy surfaces

the front end will wander, and plow when forced too deep into a corner. This may well be a function of the front tire. It was not serious enough, however, to make us experiment with different rubber.

The rear tire, on the other hand, is excellent. It is a new design, made by IRC, that they call the "Vulcan-duro." The tire is of a wraparound design, formed from a soft compound. As is usually true of soft-rubber tires, it grips very well. Also predictably, it wears quickly.



Ours had lost all trace of leading edge after the first 100 miles of hard trailing. This is not meant as a complaint. Tires that find traction well wear quickly. A fact of life.

Rocks, from upper-gear-and-hold-it-on-and-bounce size to low-gear-pick-and-hunt boulders, do not faze the PE250. Its steering in rocks is precise enough to belie the hunting the bike does on softer surfaces. Ground clearance is the sole problem with the bike as far as rock riding goes. Unladen, the Suzuki

sports 10.2 inches of ground clearance. The weight of a rider decreases that, compression of suspension makes it marginal. Before long travel suspension, ten-plus inches seemed like a good bit. On the PE, however, it results in some clanking and banging as the bike makes its way over and through obstacles, and occasionally allows the rider's feet to become temporarily separated from the footpegs. Of course, while riding through rocks sizable enough to do this, most riders will be foot-

paddling anyway.

The PE250 has a fine set of brakes. Progressive, and with ample feel, they instill confidence in both downhill and cornering situations. Dunkings in mountain icewater caused them to lose effectiveness until they dried, as is the case with just about any binders.

That same water, however, never caused the bike to miss a single two-stroking beat. Waterproofing, at least on a serious level, is a rider responsibility. Stock, the PE seems to

DIRT BIKE

be as well waterproofed as any.

The suspension suspended. If allowing the bike to track stably over rocks, logs and whoop-de-dos, and otherwise going unnoticed, is the mark of good suspension, then the PE has it. Which is not to say that it can't be improved. We plan to work with it over the next few months. Many riders will, justifiably, not feel the need to change it, however.

In terms of a capsule description, the PE250 seems to *enjoy* itself on the trail. Rather than feeling sterile and competent, as do many of its motocross relatives, the PE feels playful and competent. Not at all a bad feeling.

PIECES, ETC.

Bitches, in the case of the PE250, are limited to a merciful few.

The shift lever, though it is quick and precise in changing gears, suffers from a too-light detent spring. It is easily nudged into another gear by an errant toe, especially when the going gets bumpy. We assume that the RM series uses a stiffer spring, and plan to investigate interchangeability as a

3.2-gallon aluminum gas tank should allow upwards of 80 miles before a pre-mix fill-up. The gas cap is secured by a small plastic strap, which prevents it from falling to the ground during filling.

The speedometer is well mounted, and protected by the large front number plate. Its odometer is, of course, resettable in tenths, and is easy to handle, even with gloves.

All of the lights were still lighting at the conclusion of our test. The taillight is a gem — small, securely mounted, and unlikely to ever cause pain.

Reliability is, as yet, an unknown. We plan to hold onto our test unit for the next six months. Next September's issue will tell the tale of what wore out and when. Present indications are that the PE will hold up very well.

PURE ENDURO?

Now to the question posed at the beginning of this test. Is the PE250 a new entry in the realm previously populated solely by European machinery, or is it merely another step in the right direction?



means of eliminating this problem.

Ground clearance could be greater, as said before. Raising the footpegs could conceivably go a ways toward alleviating the worst effects.

The seat is a bit firm, though not excessively so. The RM seat looks to be interchangeable. We plan to find out. If so, it might be a worthwhile swap-on-purchase item for riders tall enough to deal with the small difference in seat height it would entail.

Nice touches are all around. The

As we said before, there are no easy answers, but the fact that Suzuki plans to field a national enduro team, but not a two-day ET team, should provide a clue.

That the PE is the best Japanese-made enduro bike that we have tested to date is sure. It was the unanimous opinion of our testers. It cannot match, in horsepower and handling precision, the best of the European/American cross-country machines, however, and thus is not as yet a threat to the kings of that

SUZUKI PE250

Price (approx. retail, West Coast): \$1450

Engine Two-stroke single/air-cooled

Displacement 247cc

Bore & Stroke 67.0x70.0mm

Compression Ratio 7.0:1 corrected

Carburetion 36mm Mikuni VM single

Standard Jetting:

Main jet: #260, needle jet: Q-0, pilot jet: #40

Horsepower N/A

Clutch Wet, multi-plate

Primary Drive 2.727:1

Transmission Ratios:

1. 2.666:1

2. 1.750:1

3. 1.250:1

4. 0.913:1

5. 0.682:1

Final Drive 3.846:1

14-tooth countershaft

52-tooth rear sprocket

Electrical System Suzuki PEI

Lubrication Pre-mix

Recommended Fuel Premium

Recommended Oil Castrol R30

Fuel Capacity 12 liters (3.2 gallons)

Suspension:

Front: 19.5cm travel (7.75 inches)

Rear: 19.5cm travel (7.75 inches);

measured at the rear axle

Wheels & Spokes N/A

Tires:

Front: 3.00x21 IRC

Rear: 4.50x18 IRC

Dimensions:

Wheelbase 144.0cm (56.7 inches)

Clearance 26.0cm (10.2 inches)

Seat Height 86.0cm (34.75 inches)

Handlebar Width 79.0cm (31.75 inches)

Weight 109 kg (240 pounds)

44.1% on front wheel

55.9% on rear wheel

Brakes Internal expanding

Instruments:

Speedometer, tenths resettable

odometer

Lights:

Headlight, taillight, brake light

Silencer Yes

Spark Arrestor Yes, approved

Warranty None

Parts Prices:

Piston \$15.18

Rings \$13.64

Clutch cable \$5.57

Brake pedal \$5.57

hill.

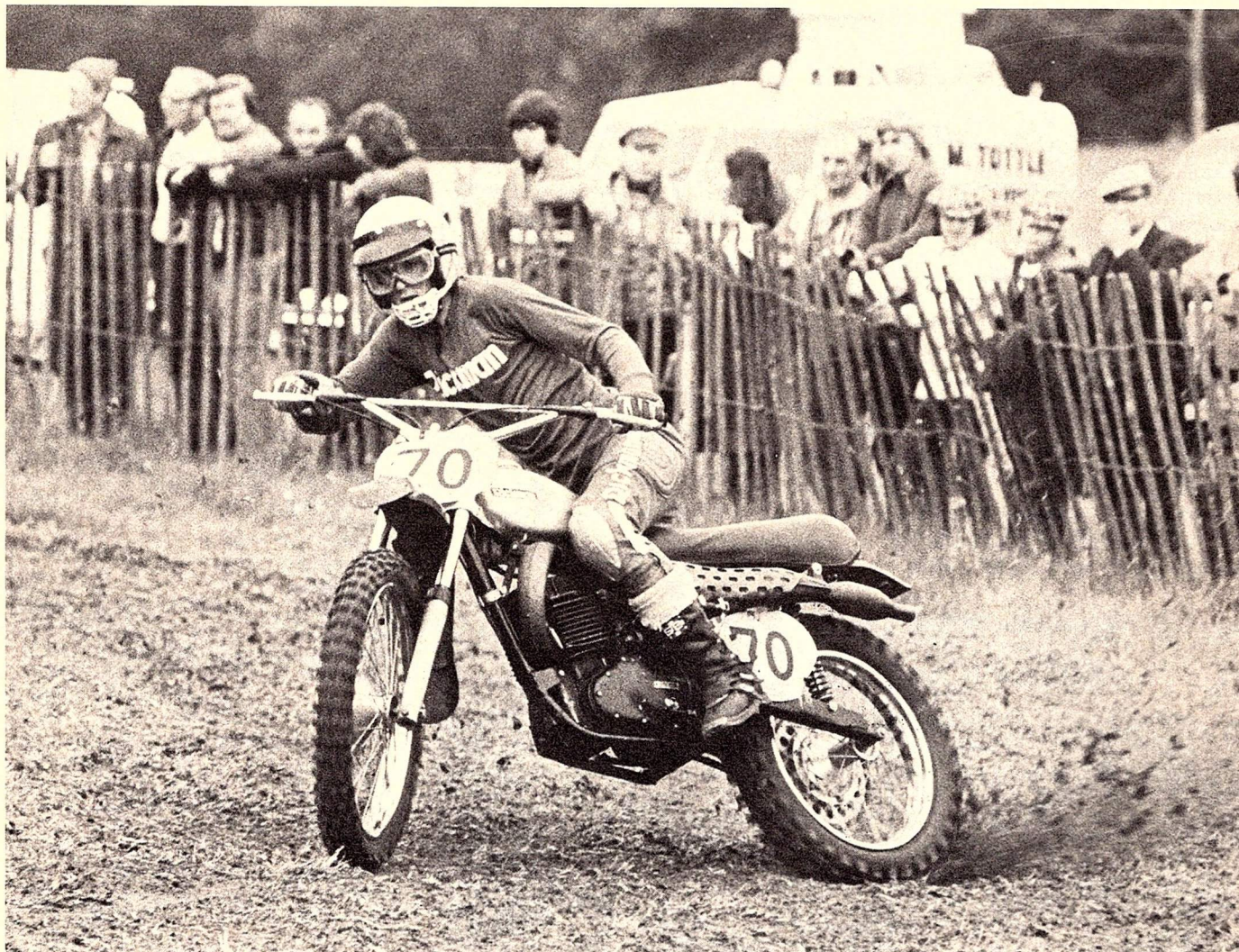
Fact is, though, that it is an excellent enduro/trail bike, well worth, for many riders, the \$1450 price. Fact is, it is better, in every way imaginable, than the machines that most enduro and trail riders are riding.

Your ability might exceed that of the PE250. If it does, you're one hell of a rider. The only way to be sure is to try it yourself. If you do, be prepared to get into an argument.

GRAHAM NOYCE

Noyce guys finish first . . .

Story and photos by Frank Melling



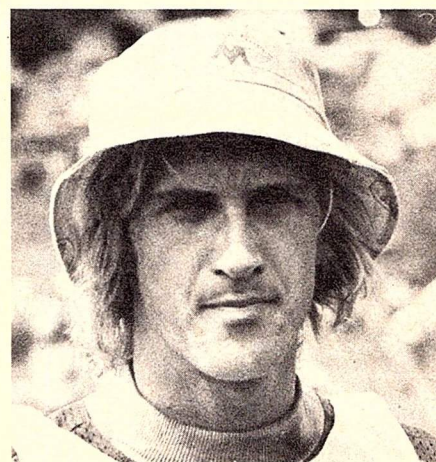
Noyce came to the notice of the factories on this 460cc Rickman/Husky which he built himself at the Rickman factory.

Saturday evening practice has come to an end for the final round of the 500cc World Championships at Ettelbruck, Luxembourg. The officials are closing up shop for the night and the world's finest motocross riders are looking forward to a break from the hard slog which, beneath the facade of glamour, comprises a Grand Prix.

Willi Bauer shouts across the paddock, "Come on, it's time to eat," and Graham Noyce, professional motocross rider and employee of the Maico factory, excuses himself and promises to finish off our interview after the following day's racing.

Noyce is confident and relaxed. Official timing has him fourth fastest but the Japanese mechanics with the Suzuki team place him equal with DeCoster, and on past experience, everyone knows the Orientals to be unerringly accurate. Fastest in practice, or joint fastest, has been a familiar story all season, and Graham savors the information as confirmation of his judgment of how training is progressing. Although no one states the fact openly, Noyce can win tomorrow and there is a strong feeling of expectancy in the air.

Race day is bright and dry with a strong wind clearing the track of any



Is this the face of a future world champion?

dust which escapes the copious watering. The first leg of the Grand Prix leaves the start line with CCM veteran Vic Eastwood leading, having made a classic start. Noyce is tucked in behind him and is fortuitously clear of the pile-up which the mass of the pack are involved in on the third bend and which puts an end to Roger DeCoster's hopes of victory.

As the two green helmets of the British riders appear out of the tunnel and onto the main straight for the start of the second lap, Noyce makes his move and eases past Eastwood in an effortless fashion. The race is following its predicted pattern. Noyce looks relaxed and unflurried and the sage critics are nodding their heads approvingly.

Then, a hundred yards after the start of lap three, an incident occurs which exemplifies Grand Prix motocross. Noyce hits a rut at an awkward angle and the handlebars flick to one side, as they do a hundred times a lap, but this time instead of landing true, the front wheel hits another rut running in the opposite direction. The bars are snatched from the young rider's hands and when he lands the third time, he parts company with the bike in a most spectacular fashion. If Noyce rides another thousand races, the same sequence of events won't happen again, but the dice have rolled badly this time and the 1976 Grand Prix at Luxembourg is over for Graham Noyce. Bad luck it may be, but racing at this level requires not only skill and courage of the highest degree but also that vital slice of luck to oil the wheels of success.

The doctors at Ettelbruck's large and lavishly equipped hospital diagnose a cracked vertebra, but two days later, Noyce has discharged himself and returned home to Fair Oak, Hampshire. Later he will find out that the back is only badly bruised and in three weeks he will be competing in British National events and winning as convincingly as he has ever done — the roll of the dice wasn't too bad after all.

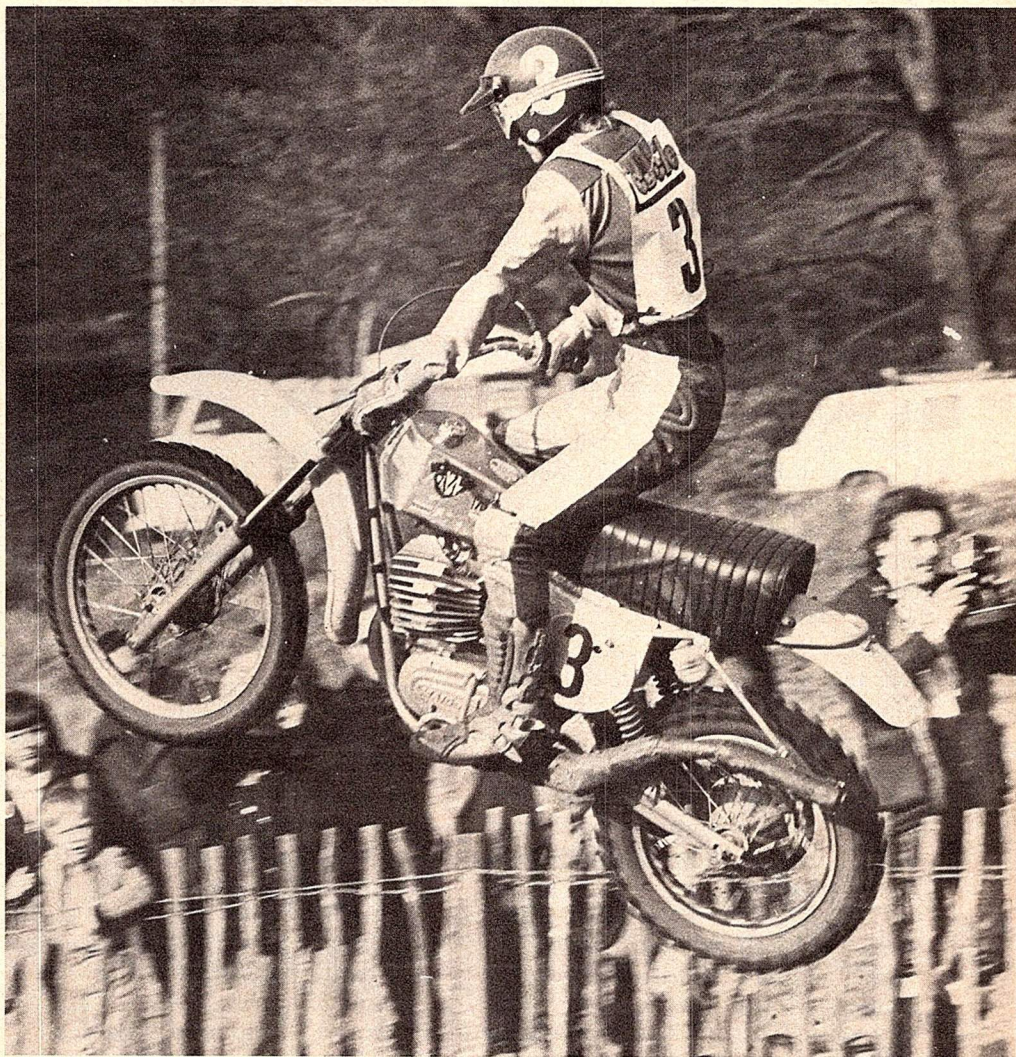
Interviewing Graham Noyce is a disturbing experience. Statistically, Graham was born on February 18th, 1957, which makes him 19 now. In practice, Noyce could well be ten years older. Noyce is a rangy 6'2", topped by a striking and unruly mop of blond hair, but in a

profession composed entirely of fine physical specimens he is not outstanding. What takes one's breath away is the tremendous self-confidence this young man possesses, a total belief in his own ability which has nothing to do with arrogance or conceit.

In fact, of all the many motocross

NSU across the road to his sister's farm and there they would play at racing.

Schoolboy scrambling was beginning to boom in England and it seemed a natural step to give Graham a chance to try his skills in competition, and so the NSU was cut up to provide this budding star with



stars I have met, I have yet to encounter one more modest or relaxed than Graham Noyce, and I have also yet to meet one with anything approaching his absolute belief in himself. His is the conviction of the prophet or seer: an ability to see something which we lesser mortals cannot.

There wasn't a start to Graham Noyce's motorcycling career — it had begun almost as soon as he was born. Encouraged by a father who was a motorcycling fanatic, Graham was competent on a 50cc NSU moped by the time he was six. Whenever Tom Noyce could find the time, he would take Graham and his

his first racing machine.

Three years later, the fast-improving Graham had a "real" racing bike on which to display his talents — a modified BSA Bantam road bike. The bike went well and so did Graham, but reliability was not its forte. Occasional wins in heats followed, but more often than not the over-stressed BSA machinery just gave up and died under the strain.

Real success came with the purchase of a 100cc Rickman, the hot machinery of the early '70s. This bike gave Graham a lot of success and it was followed by a 125cc Zundapp-engined version on which he won the British Schoolboy

Championships when he was 14. By this time, although still at school, Graham was looking for a career as a Grand Prix rider.

Unfortunately, not even the most talented 16½-year-olds can go Grand Prix racing, and the future Maico team rider was still ensconced in Wyvern County Secondary School where he spent the bulk of his time drawing motocross bikes, writing about motocross bikes or just dreaming about motocross bikes. For the first three years, his teachers had vainly tried to dissuade him from devoting all his efforts to motorcycling and his school reports often had cryptic messages to this effect. However, apart from representing the school at every sport in the curriculum, Graham was not an outstanding scholar and things were more amicable for everyone when his teachers accepted this. By the time he had won the Schoolboy Championships, the weekly motorcycling papers were being purchased for the school library so that his classmates, and the teaching staff, could follow his progress week by week.

Leaving Wyvern at 15, Graham was taken on as an apprentice tool-maker by the Rickman brothers, stars themselves as riders and now one of the most respected names in the frame-building business. Not only did his new employers offer him a job, but a new 25⁰ Montesa Rickman as well.

Graham worked with Don Rickman, the half of the partnership which actually designs the brothers' frames, in the development shop, and gained a good basic knowledge of engineering which was to be of much use to him when he became a development rider. Welding and tube-bending were also mastered and since the whole day was spent working with competition motorcycles, Graham was very happy.

However, there was another side to the work which is not generally appreciated by those who criticized him for leaving the brothers' care. Graham's day usually began at six a.m. with a 20-mile train journey from his home to New Milton, where the Rickman factory is situated. Then he cycled from the station to get to work by eight a.m. By the time he reached home again in the evening, it was usually six p.m., and 12-hour days become wearing for even the most enthusiastic employee.

Often, six in the evening was early, and when development of the Rickman Husqvarna frame was at its peak, Graham was sitting down to his evening meal at ten o'clock at night.

Grateful as he was for the Rickmans' help, particularly Don's, for whom he has a high regard, Graham wanted to race full-time, and after winning the supporting races of the 1974 British Grand Prix



After the crash at Luxembourg, diagnosis of a broken vertebra proved inaccurate.

at Dodington Park, he received an offer from the Maico factory to do just this.

In August of 1974, he signed a two-year contract to race the German bikes in Britain and to compete in "selected GPs" in 1975. In the motocross world, "selected GPs" mean all those that are in Western Europe and easily accessible. The term usually excludes Russia, Czechoslovakia, Finland and America — depending on whether the class is 250 or 500.

Unfortunately, when the 1975 season came along, Maico did not want the raw Noyce to go GP racing and preferred him instead to gain more experience in Britain. No one understood that he neither wanted nor needed more British experience — only Grand Prix racing was going to be of any value to him now.

British Husqvarna importer Brian Leask, sensing the uneasiness in the relationship, offered Noyce a factory Husqvarna for the 125cc Grands Prix and a 360cc for Britain. With no more thought for the matter, Noyce loaded up his van and hit the world championship trail.

With little support, Noyce did the first few 125 GPs the hard way,

preparing his own bikes, arranging his own starts, living rough and learning fast. Meanwhile, back in England, Maico was about to sue Husky's latest acquisition for breach of contract. Lawyers were engaged and legal fur flew in all directions, much to the anguish of Noyce and his family — who only wanted to go racing.

The climax was reached when Maico obtained a High Court injunction against Noyce the Wednesday before the Maybug National meeting. The learned judge said that Noyce must race the German bikes or nothing, but warned the factory that they must honor their contract and provide him with competitive machinery. Graham was at his most despondent, but accepted the decision and got on with the racing.

A Maico duly arrived, Noyce won every race and suddenly the clouds had cleared. Maico knew that they must let Noyce race in the Grands Prix and did everything they could to help him.

From providing a free bike in 1975, Maico now gave him two machines and a spare engine in 1976, paid for a full-time mechanic, a van, traveling and hotel expenses and merit bonuses for good rides. In addition, Graham also has another contract running in parallel with British Maico importer Bryan Goss, which covers the British Championship rounds. As a final fillip, Graham is given his works bikes at the end of the season to dispose of as he thinks fit.

This year he has repaid all the confidence invested in him by not only winning his first GP in front of his home crowd at Dodington Park, but by also finishing fourth in the world championships, only 35 points behind his ultra-experienced teammate, Adolf Weil.

Now, with the British Championships firmly tied up — he totally dominated the series this year, winning almost every race — he looks forward with confidence to the Trans-Am series in America and also to a new GP season as Maico's number one rider in the 500cc class.

Being a natural athlete, Graham doesn't have to train, but puts great stress on finishing races. He insists that finishing 45-minute GP races is the best way on earth to train for 45-minute GP races. Racing every weekend leaves little time for becoming unfit.

A non-smoker, Graham is as relaxed in his lifestyle as he is in his ambitions. When he feels like a beer or a bottle of wine, then he has one, and if the occasion calls for a mammoth high-calorie meal then Graham can eat with the best. Similarly, although he has no regular girl-friend, he likes female company whenever and wherever it can be found. What is clear is that everything, including interviews with journalists, must take second place to racing, and that Graham will allow nothing to interfere with his desire to race well.

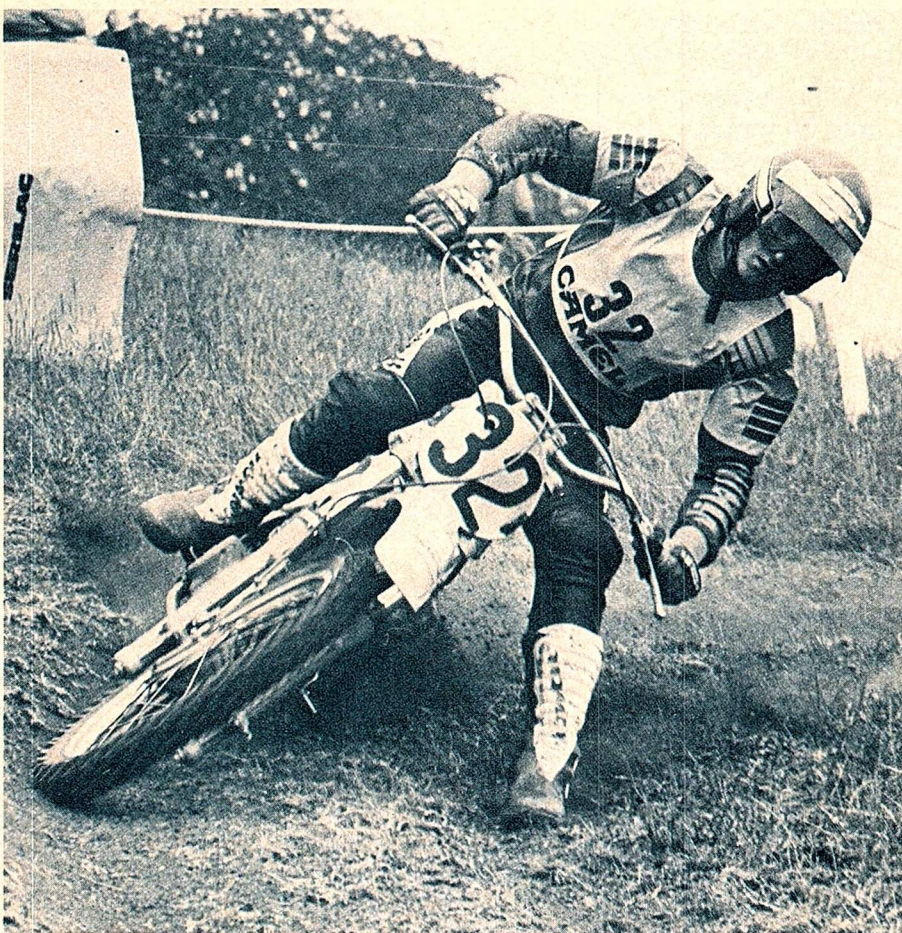
Graham has strong and very individual views on racing. His relationship with his present mechanic, George Utting, is cordial, as it has been with all his other previous spanner men. Graham prepared his own bikes for many years and has a clear idea of what he wants a bike to do. After telling George how he wants the bike set up, he leaves him to get on with the job. However, he is the first to acknowledge Utting's skill and experience and is often guided by the older man's suggestions.

Noyce's bikes are amazingly standard. In fact, there are probably hundreds of Maicos in use by amateur racers which are just as quick as Graham's works bikes. The cylinder barrels for his Maico — the key part on a racing two-stroke — are chosen from the production line, as every engine is run on a dynamometer before it leaves the Stuttgart factory. When a particularly "good" motor comes down the line, it is put on one side for Noyce, Weil or one of the other supported riders.

The major difference between the standard bikes and the factory ones is the use of magnesium for castings such as the fork yokes. This saves a few pounds in weight but this is of little interest to Noyce. He prefers to use standard production parts so that spares are easily and quickly available wherever he travels, believing that the standard Maico product is good enough to win a Grand Prix — a confidence which is repaid in practice. I must add that lest anyone think Graham is bending the truth regarding his bikes, careful comparison of his factory machine with a production model will reveal that Noyce's machines are the most standard ever to win a GP for many a year.

When he first decided to compete in the GPs, Graham realized that he had to commit himself totally, and this meant living and working on the Continent. This acceptance has meant that he has settled into GP racing far more quickly than many more experienced riders. The established Grand Prix stars took the young Hampshire rider to their hearts and gave him all the help they could, and Noyce repaid them by

racing. What he refuses to do is try to block another rider's progress through "tactical" riding. This belief is confirmed by the fact that Graham virtually never looks behind him. "If a bloke is fast enough to get by me, then he deserves to win and I'm not going to try and stop him by dirty riding," says Graham. A statement which speaks volumes not only about his sportsmanship but also his total faith in his own riding



becoming one of them; thinking, eating and riding nothing but world championship motocross. This plunge has given Graham a vital edge over the other talented but inexperienced riders, in that all "foreign" Grands Prix are home to him and he is as relaxed in Holland or Germany as he is in Hampshire. Also, he has learned all the tactical tricks of the trade in a very short time, since his mind is tuned only to Grand Prix competition.

He likes to know which rider is behind him, since he then knows where to be particularly wary — every rider and machine have a strong point on some part of the track. Again, this intimate knowledge of his opponents' skills comes from a life committed to continental

ability.

Concluding this interview is difficult, for one is conscious that the Graham Noyce story has only just begun. This year he wanted to finish in the first five of the World Championships and to win the British Championships outright. He finished fourth in the world, annihilated the opposition in Britain to win the most overwhelming of victories and put the icing on the cake by winning a leg of the British Grand Prix, the first GP success by a British rider since 1968.

Without a trace of arrogance or even pride, 19-year-old Noyce believes that the 500cc World Crown is his for the taking, and given that vital element of luck, one can only agree with him.

YAMAHA INTRODUCES

A radical departure in a class

The new Yamaha DT250 and DT400 Enduros are unlike any other street/trail machines ever built. Because both offer you a technical advantage previously available only to racers:

The Monocross suspension.

What Monocross does for racers, it does for you.

First of all, Monocross rear suspension gives

you tremendous travel (5.5 inches). Even in the roughest terrain, it helps keep the rear wheel, and the power, on the ground. So you don't bounce out of control. You just go forward, fast.

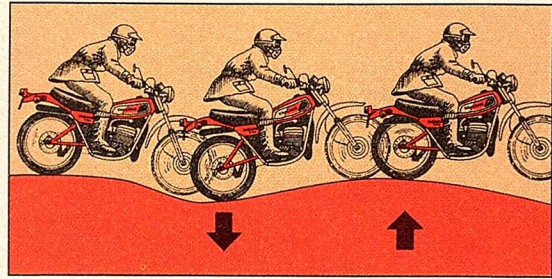
Superior damping is another advantage. To explain: This new Yamaha Monoshock is a de Carbon type unit. Inside, a chamber of nitrogen acts like a second spring. For example, under an extreme load, any piston can be forced to move through the oil faster than its valves will allow. But on a Monocross suspension, a movable plug between the oil and the nitrogen gives, letting the pressurized gas do the damping.

You get damping under conditions where conventional shocks simply cease to function. Bottoming-out and broken shafts become problems that plague other riders,

not you.

This shock design also eliminates foaming, or cavitation. With conventional shocks, hard riding can cause

the oil to foam and froth. Foam naturally offers less resistance to piston movement than oil. So the shocks quickly lose their effectiveness. But with Monocross the oil is



Long travel Monocross: The rear wheel spends more time on the ground, less time bouncing you in the air.

Not MX-type forks,
real MX forks.

Pre-load adjustment ring.

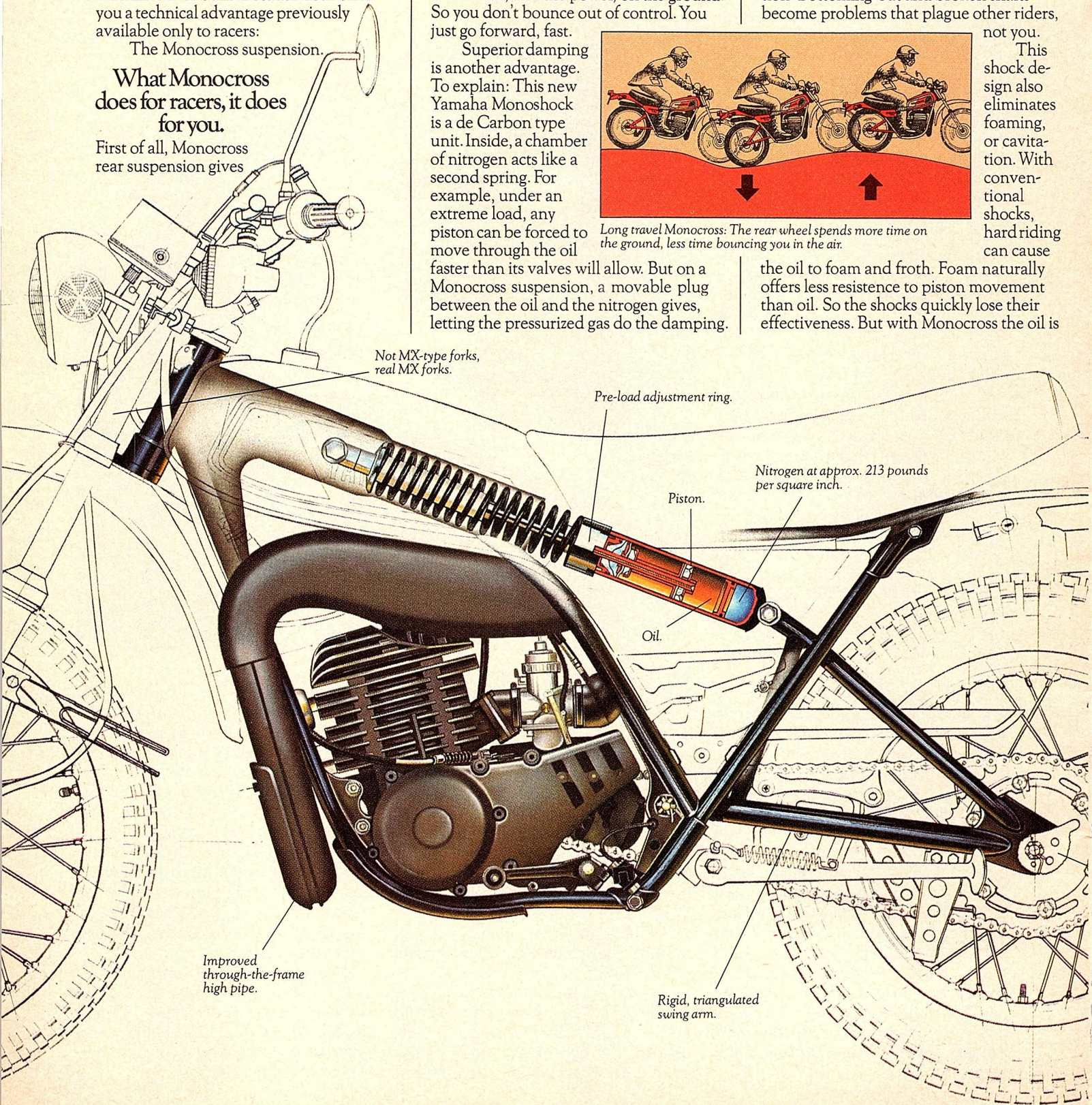
Nitrogen at approx. 213 pounds
per square inch.

Piston.

Oil.

Improved
through-the-frame
high pipe.

Rigid, triangulated
swing arm.



MONOCROSS ENDUROS.

normally full of compromise.

under constant internal pressure. Air can't get inside, so the oil can't foam.

Another problem solved by the Monocross suspension is rear wheel wobble. With a conventional two-shock suspension, you get two separate responses to every bump in the road. One shock can compress more than the other, putting your rear wheel out of line with the rest of the bike. The result? A machine that doesn't always go where you want it to go. Monocross, on the other hand, keeps the wheel in constant alignment. There's only one shock, locked in a rigid triangulated swing arm. So tracking for the Monocross rider is excellent.

Adjusting the spring pre-load is no problem, either. A special wrench included with each machine reduces it to a simple operation.



More significant improvements.

We'd also like to point out that while we were dramatically improving the rear suspension, we didn't forget the rest of the bike.

Both the DT250 and DT400 Enduros are lighter than ever before. Thanks to plastic fenders, tanks, chain guards and side covers.

As you can see, the front forks are right off an MX machine. And both bikes have radial heads and more fins for added cooling.

With a Yamaha Monocross Enduro, you don't avoid berms; you go after them. You don't back off in the corners; you turn it on. Because under you is a suspension that's helped win more off-road races than you'd care to count.

Better off the road. Better on the road?

As for the Enduros' street handling characteristics, we can only say this: Monocross is also found on the Yamaha TZ250 and TZ750. Championship road racers that have won more on-road races than you'd care to count.

When you know how they're built, you'll buy a Yamaha.

5.5 inches of rear travel.



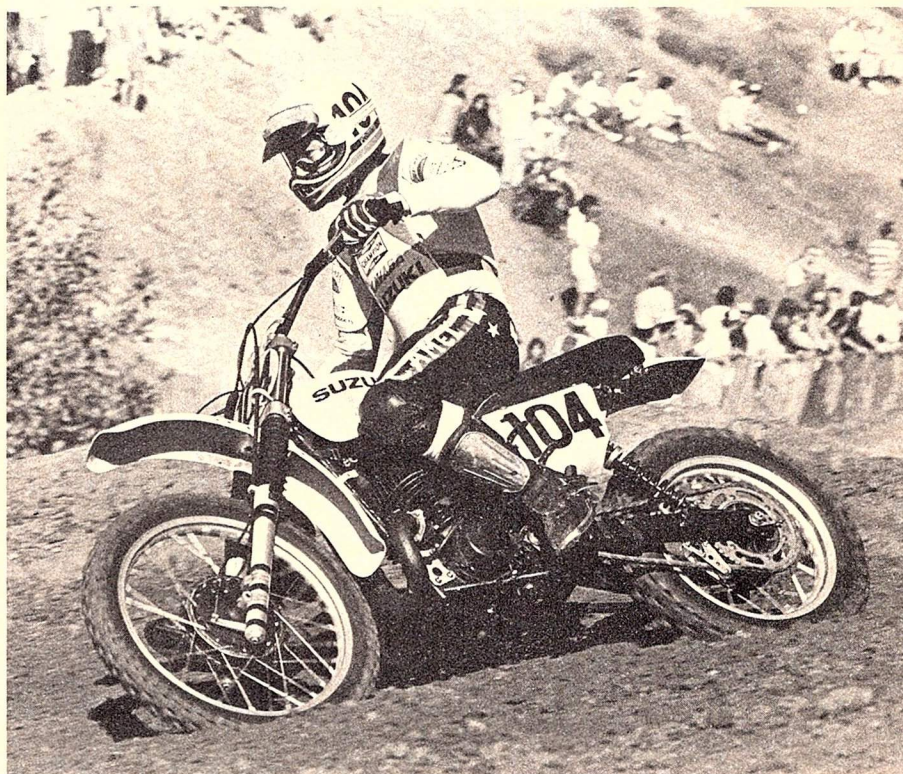
the 1976 TRANS-AMA SERIES

Story & photos
by Jim Gianatsis

Roger coasted his RN400 works Suzuki into the pits at Phoenix Cycle Park after the final moto had ended, and turned the bike over to mechanic Minaru Takasu. Quickly, before the hundreds of spectators could crowd around the Suzuki encampment seeking autographs, Minaru pushed the well-used factory machine into one of the white Suzuki trucks which would haul it back to Los Angeles, probably never to be raced again. Within seconds the pit area was overflowing with fans looking for Roger. If they recognized any other riders they'd ask them for their autographs as well, but it was Roger they really wanted to see up close.

It had hardly seemed to matter

Roger DeCoster and his RN400 Suzuki dominated the Trans-AMA with consistency and flair in well balanced proportions.







that Roger DeCoster had half-throttled his way around the rock and cactus strewn Phoenix course to pick up fifth place overall for the day. American hotshoe Bob Hannah had stolen the show from the Belgian superstar, but everyone could still think only of Roger. The Sunday before at Sears Point Raceway near San Francisco, five-time 500cc World Champion Roger DeCoster had wrapped up the Trans-AMA Series for the third consecutive year.



At the Dallas, Texas, Trans-AMA Roger cleans the mud away to ready for the second moto. Still more businesslike than our best.

Sears Point had actually been one of the few clear-cut victories which Roger had notched up during the entire ten-race Series. One other strong win came at Unadilla, and for good reason. Both were natural-terrain European-style courses which Roger loved, where man and machine could perform in harmony with the design of nature. The only other event in the Series where Roger disappeared with both moto wins was Saddleback. He wanted to put on a good show for his family, friends, and the factory bigwigs who came out there expecting him to do just what he did.

After the St. Louis Trans-AMA, the midpoint in the Series where Roger pulled out a strong points lead, "I'm just thinking of finishing each race now to maintain my lead in the Series. I don't want to take any chances. I have to ride safely so I don't hurt myself or the bike."

Though certainly not as impressive as his Unadilla, Saddleback and Sears Point wins, Roger also totaled up the highest overall moto finishes at Axton, Virginia; Buchanan,

Michigan; St. Peters, Missouri; and Puyallup, Washington. Not since his great Suzuki teammate, six-time 250cc World Champion Joel Robert, has there been another rider like Roger. His riding talent may be equaled by a few other riders in the world, but not his consistent mental desire to win.

Besides being perhaps the muddiest year in Trans-AMA history, 1976 was probably the most controversial. The 500cc Interna-



Gerrit Wolsink looks stylish at the Saddleback round. Conservative placings still let Gerrit take fifth place earnings across the water.

tional class of the Trans-AMA Series is run under FIM rules, but each member country's organization like our AMA is able to make rule changes where it deems fit. The first hassle arose over the use of nylon or synthetic racing pants. While the AMA allows their use for National events, the FIM doesn't allow their use for International races. The AMA used its authority to suspend the FIM's rule for the opening race of the Series, but wouldn't do so for the remainder of the races despite the riders' demands. Each week's riders' meeting usually turned into a shouting match between the riders and the AMA. The AMA wouldn't let the riders use synthetic pants because the FIM said they weren't safe, yet no standards existed for testing synthetic pants, or leather pants for that matter, which were FIM-legal. Inconsistencies in the regulations became apparent when it was noted that almost all the FIM-legal leathers were lined in nylon. The FIM and AMA claimed nylon created a difficult wound to repair if a rider was ever to be involved in a

MARCH 1977

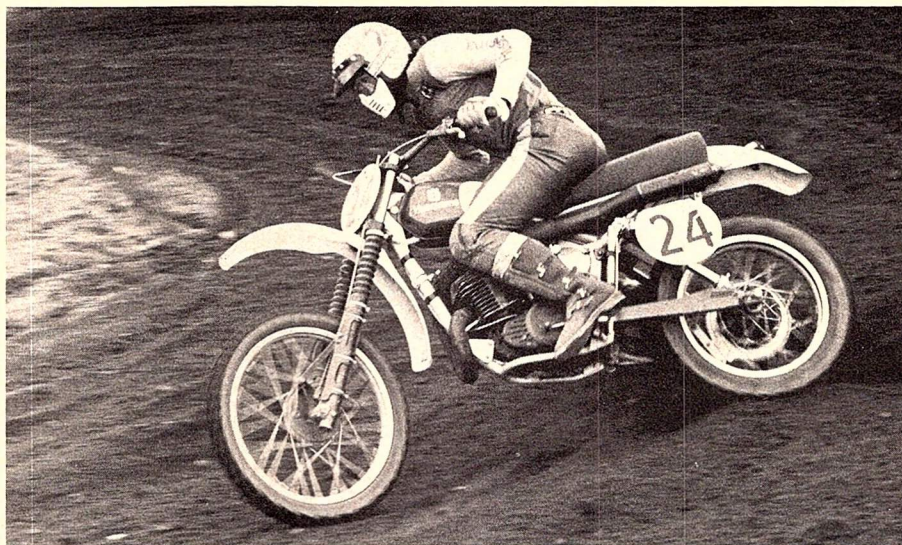


PHOTO BY ACTION OZ

Runner-up and top American through the Series was Brad Lackey, spending his last season aboard the 390cc Husky. On to Honda and back to Europe.



PHOTO BY ERIC LEVINE

Jim Weinert was narrowly ached out by Brad for second spot and here gets moved on by England's Graham Noyce at Sears Point.



Gary Semics was holeshot king throughout the series and earned himself the fourth spot in the final point totals right behind teammate James.



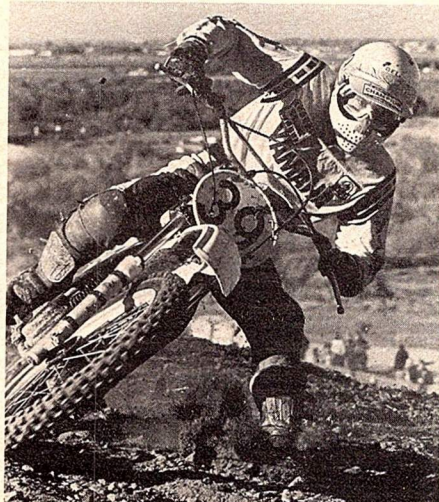
Marty Smith garnered numerous moto wins during the Series but failed to put together two for an overall.



Ma Nature took out her vengeance more than once during the Series, but most completely upon this, the second Support moto in Missouri.

fire, yet no instance was ever known of a motocross rider catching on fire. Also, a few of the synthetic pants not allowed to be used were made of Nomex, the most fire-resistant material for clothing in the world.

The next problem came up at the Dallas Trans-AMA where 1971 Trans-AMA Champion Sylvain Geboers took his Maico to the overall win. In a surprise post-race tear-down of the top five bikes, an AMA-illegal aluminum front axle was found in Sylvain's bike. The AMA officials disqualified Sylvain, but he



Bob Hannah learned his way through the mud during the '76 season but still got it down on the dryness for the win here at the Phoenix round.

immediately filed an appeal. It quickly became apparent that things were a little fishy because the AMA had only checked front axles when the bikes were impounded. Soon it became known that the AMA had been "informed" four weeks prior to the Dallas race that the Maico team was using aluminum axles disguised with steel ends so the bikes would pass technical inspection. Under FIM rules aluminum axles were legal, but the AMA had in its supplementary rules for the Trans-AMA Series that, "... axles must be made of steel."

It was obvious that the Maico team knew they were cheating under the supplementary rules because they had disguised the aluminum axles with steel tips. By waiting four weeks until a Maico rider had won a race, rather than informing them at the weekly technical inspections that they knew their axles were illegal, the AMA made the whole sport of professional motocross look bad. So to correct their mistake, the AMA upheld

Sylvain Geboers' appeal and awarded him the Dallas Trans-AMA win without so much as even a fine. Tommy Croft, who had placed second overall at Dallas, would have picked up the overall win for Honda if Geboers had been disqualified. Within the course of one week the AMA made two bad decisions.

Despite its problems, the 1976 Trans-AMA Series was a good one. Before packing for home, Roger DeCoster offered a few suggestions for the following year to upgrade the Series' International status.

"Things need to be improved so more European riders can afford to come over to the Trans-AMA. If it wasn't for Suzuki and their sending over riders for the last three years, there wouldn't be any Series. More Europeans are needed for better racing, and to do this the AMA needs to provide start money. Without it, only a few riders like those on the Suzuki team can afford to come to America. If the purse structure has to be reworked to provide start money, then that is what the AMA must do."

1976 TRANS-AMA SERIES

500cc International

1. Roger DeCoster, Belgium	410.5	Suz
2. Brad Lackey, Pinole, CA	279.6	Hus
3. Jim Weinert, Laguna Beach, CA	274.9	Kaw
4. Gary Semics, Huntington Beach, CA	262.2	Kaw
5. Gerrit Wolsink, Holland	255.9	Suz
6. Bob Hannah, Whittier, CA	254.3	Yam
7. Marty Smith, San Diego, CA	229.3	Hon
8. Akira Watanabe, Japan	219.3	Suz
9. Tommy Croft, San Diego, CA	217.1	Hon
10. Bill Grossi, Santa Cruz, CA	200.5	Suz
11. Tony DiStefano, Morrisville, PA	198.4	Suz
12. Gaylon Mosier, Huntington Beach, CA	191.9	Mai
13. Kent Howerton, San Antonio, TX	179.5	Hus
14. Rick Burgett, Sandy, OR	164.9	Yam
15. Pierre Karsmakers, Mission Viejo, CA	148.0	Hon
16. Pat Richter, Fortuna, CA	113.7	KTM
17. Graham Noyce, England	106.0	Mai
18. Sylvain Geboers, Belgium	97.0	Suz
19. Adolf Weil, West Germany	86.5	Mai
20. Mickey Boone, Winston-Salem, NC	79.6	Suz

250cc Support

1. Rich Eierstedt, Norwalk, CA	340	Hon
2. Danny LaPorte, Yucca Valley, CA	317	Suz
3. Chuck Sun, Sherwood, OR	288	Hus
4. John Savitski, Atlas, PA	277	Suz
5. Frank Stacy, Cheektowaga, NY	215	Pen
6. Mike Runyard, Hacienda Heights, CA	188	C-A
7. Steve Wise, McAllen, TX	170	Suz
8. Warren Reid, Westminster, CA	153	Hon
9. Jimmy Ellis, East Hampton, CT	146	C-A
10. Denny Swartz, Reno, OH	140	Mai

Lexington, Ohio 9/26: 1. Kent Howerton (2,3) Hus; 2. Akira Watanabe (1,4) Suz; 3. Brad Lackey (7,2) Hus; 4. Gary Semics (4,5) Kaw; 5. Jimmy Weinert (3,8) Kaw; 6. Marty Smith (8,7) Hon; 7. Pat Richter (6,9) KTM; 8. Jim Pomeroy (12,6) Bul; 9. Billy Grossi (9,13) Suz; 10. Steve Stackable (5,17) Suz.

Axton, Virginia 10/3: 1. Roger DeCoster (3,1) Suz; 2. Marty Smith (2,3) Hon; 3. Billy Grossi (7,5) Suz; 4. Rick Burgett (4,8) Yam; 5. Bob Hannah (14,2) Yam; 6. Steve Stackable (11,6) Suz; 7. Jimmy Weinert (1,16) Kaw; 8. Brad Lackey (15,7) Hus; 9. Tommy Croft (5,18) Hon; 10. Fran Summey (12,12) Mai.

Unadilla, New York 10/10: 1. Roger DeCoster (1,1) Suz; 2. Gary Semics (6,2) Kaw; 3. Brad Lackey (4,4) Hus; 4. Adolf Weil (5,5) Mai; 5. Pierre Karsmakers (10,6) Hon; 6. Rick Burgett (8,8) Yam; 7. Gerrit Wolsink (2,14) Suz; 8. Tony DiStefano (14,3) Suz; 9. Akira Watanabe (3,15) Suz; 10. Bob Hannah (13,12) Yam.

Buchanan, Michigan 10/17: 1. Roger DeCoster (5,3) Suz; 2. Tony DiStefano (3,6) Suz; 3. Tommy Croft (1,8) Hon; 4. Jimmy Weinert (4,9) Kaw; 5. Brad Lackey (5,9) Hus; 6. Gerrit Wolsink (6,10) Suz; 7. Pierre Karsmakers (10,7) Hon; 8. Billy Grossi (14,4) Suz; 9. Gary Semics (20,2) Kaw; 10. Rick Burgett (8,14) Yam.

St. Peters, Missouri 10/24: 1. Roger DeCoster (5,2) Suz; 2. Akira Watanabe (3,4) Suz; 3. Sylvain Geboers (2,5) Mai; 4. Jimmy Weinert (1,6) Kaw; 5. Kent Howerton (10,1) Hus; 6. Gary Semics (8,3) Kaw; 7. Bob Hannah (4,8) Yam; 8. Rick Burgett (7,9) Yam; 9. Gerrit Wolsink (12,7) Suz; 10. Billy Grossi (9,10) Suz.

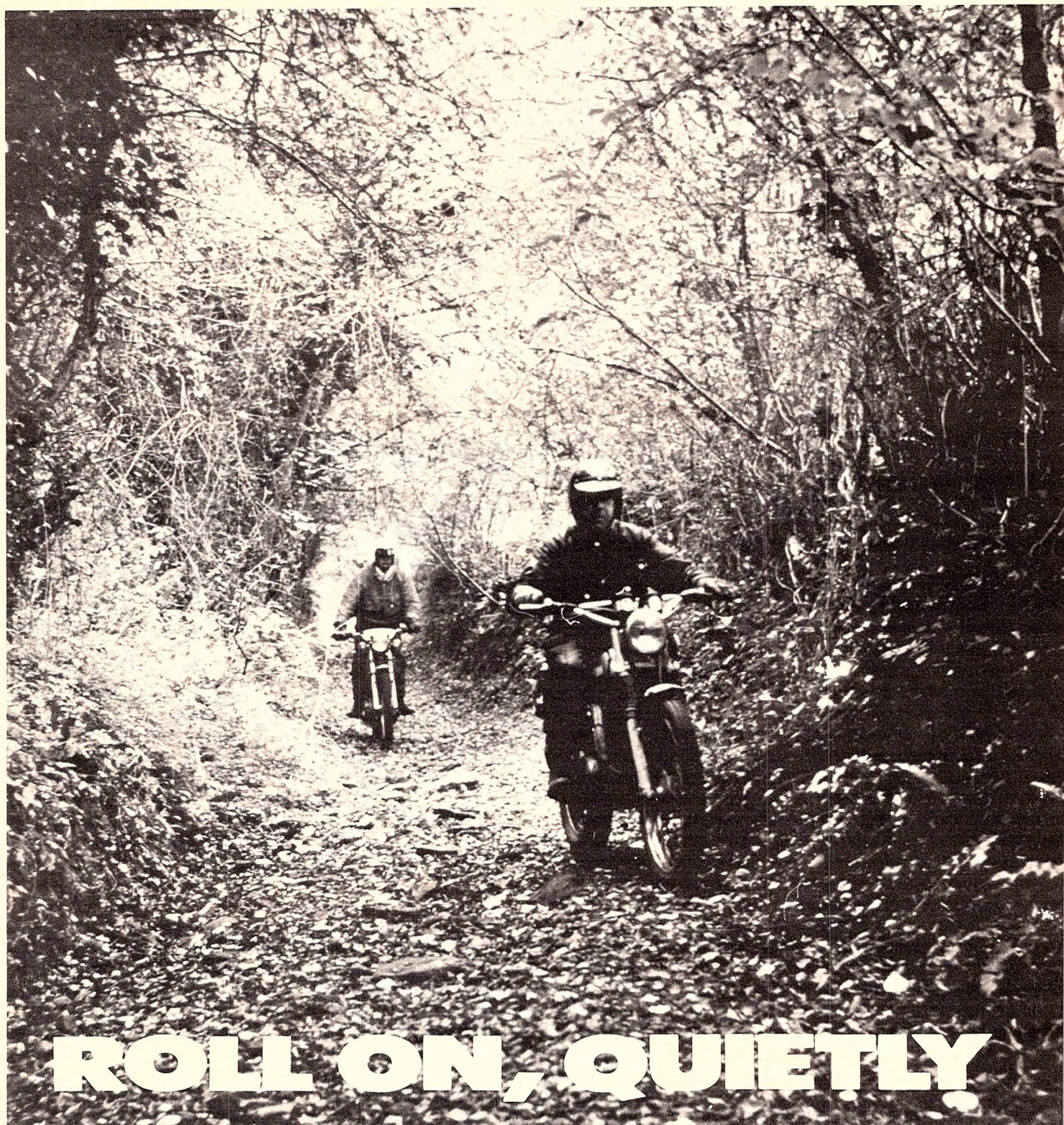
Dallas, Texas 10/31: 1. Sylvain Geboers (1,3) Mai; 2. Tommy Croft (3,4) Hon; 3. Roger DeCoster (2,7) Suz; 4. Gaylon Mosier (9,2) Mai; 5. Brad Lackey (4,9) Hus; 6. Marty Smith (15,1) Hon; 7. Billy Grossi (10,8) Suz; 8. Gerrit Wolsink (7,11) Suz; 9. Gary Semics (14,5) Suz; 10. Akira Watanabe (6,13) Suz.

Irvine, California 11/7: 1. Roger DeCoster (1,1) Suz; 2. Brad Lackey (2,4) Hus; 3. Jimmy Weinert (7,2) Kaw; 4. Gaylon Mosier (3,8) Mai; 5. Gerrit Wolsink (5,9) Suz; 6. Gary Semics (4,11) Kaw; 7. Tony DiStefano (11,6) Suz; 8. Tommy Croft (8,10) Hon; 9. Kent Howerton (6,13) Hus; 10. Graham Noyce (10,12) Mai.

Puyallup, Washington 11/14: 1. Roger DeCoster (2,4) Suz; 2. Gerrit Wolsink (5,2) Suz; 3. Bob Hannah (4,3) Yam; 4. Gary Semics (11,1) Kaw; 5. Brad Lackey (7,5) Hus; 6. Gaylon Mosier (6,7) Mai; 7. Tony DiStefano (3,10) Suz; 8. Akira Watanabe (15,6) Suz; 9. Graham Noyce (14,8) Mai; 10. Pierre Karsmakers (10,12) Hon.

Sears Point, California 11/21: 1. Roger DeCoster (1,1) Suz; 2. Graham Noyce (2,2) Mai; 3. Bob Hannah (3,4) Yam; 4. Gerrit Wolsink (5,3) Suz; 5. Brad Lackey (4,5) Hus; 6. Billy Grossi (9,6) Suz; 7. Marty Smith (11,7) Hon; 8. Pierre Karsmakers (10,9) Hon; 9. Gaylon Mosier (12,8) Mai; 10. Akira Watanabe (14,10) Suz.

Phoenix, Arizona 11/28: 1. Bob Hannah (1,2) Yam; 2. Gaylon Mosier (2,3) Mai; 3. Tommy Croft (9,1) Hon; 4. Gerrit Wolsink (7,4) Suz; 5. Roger DeCoster (5,6) Suz; 6. Jimmy Weinert (6,7) Kaw; 7. Tony DiStefano (10,8) Suz; 8. Billy Grossi (8,11) Suz; 9. Kent Howerton (11,9) Hus; 10. Pat Richter (14,3) KTM.



A Welsh Trail Ride
Story and photos
by Bill Sacco

I met John Evans on the sixth day of last year's ISDT on the Isle of Man. He spotted the New England Trail Riders Association patch on my jacket and introduced himself as the Chairman of the Welsh Trail Riders Association. In between interruptions to watch the riders come around in the road race test, John explained to me how the Welsh contingent of the British team that

came to the ISDT in Massachusetts two years before had been very impressed with the objectives and achievements of the New England group. John and I talked some more, and before I knew it I was invited to Wales to go trail riding the next weekend. The following Friday I drove down from northern England through central Wales, taking a route that went through Llandrin-

dod Wells, the site of several ISDTs. Parts of central Wales look so much like the Berkshire Foothills of New England that I had a hard time remembering where I was in some places. By early evening I had found John's house in Cwmfelinfach, one of the many villages of the former coal mining area of south Wales, and was welcomed with some fine bramble wine made by John and his wife Kitty. The next morning we set out to see the countryside. John had recently bought a new 175 Yamaha but had not yet sold his older 175 Yamaha, and he very graciously gave me his new bike to ride, as well as an old pair of Barbour pants, *de rigueur* for a Welsh trail ride. I had already taken advantage of being in Great Britain by treating myself to a new Barbour jacket and some rubber boots identical to the Hi-Point trials boots. They are safety boots made by Dunlop for coal miners and such, and have a steel shank and toe cap. Mine were seconds and cost nine dollars at an army surplus-type store on the Isle of Man. They also proved ideal on a wet Welsh trail ride.

The weather the week before had been beautiful, but Saturday dawned drizzly and foggy. A hundred feet from the house we were on the trail, riding up through the forested hillside in the fog. The available trails in Wales, as in New England, are old public roads that are no longer maintained or used much. This one soon took us to a grass-covered mountaintop, and John was saying things like: "Over there, if you could see it, is . . .," but while we were still there, the fog quite suddenly lifted and we could see the neighboring grassy upland moors, reforested hillsides and settled valleys. We left our first vantage point, rode down through a valley, and climbed onto another ridge. One of the upland areas had little surprise ditches across the trail. These were the surface expression of faults in the underlying rock caused by the collapse of worked-out coal layers. Another extensive grassy moor that we crossed was inhabited by little ponies that live up there the whole year round and are tame enough to approach on foot. Once a year their owners round them up, and some are sold off to be pets.

I was a little fearful riding the box-stock street/trailer. I really didn't want to crash my host's new

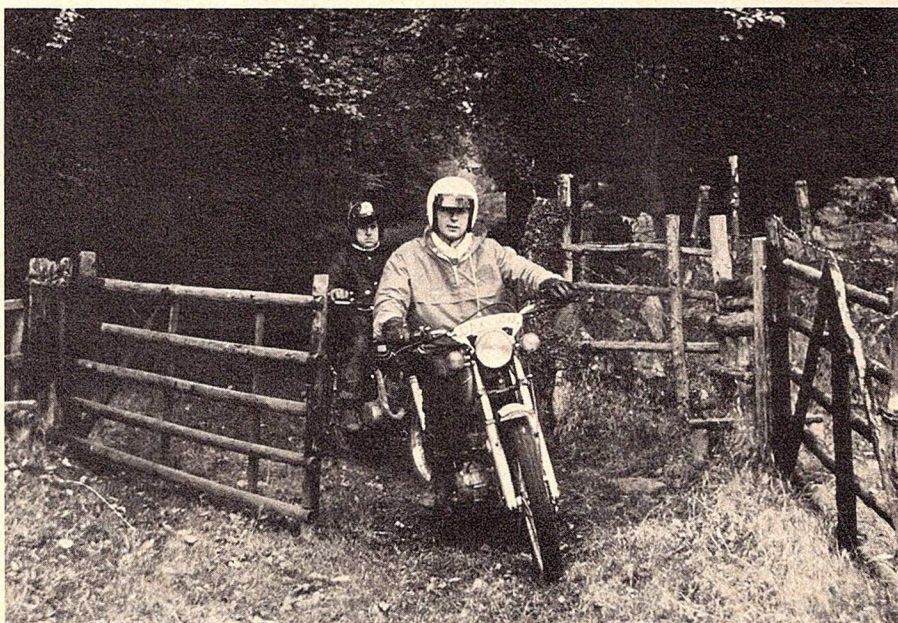
bike, but my rubber boots tended to slip off the wet rubber pegs a lot. John was planning to make up some metal ones, but hadn't. The stock trials tires didn't grab the wet grass very well, either. Suffice it to say I didn't think much of the handling. But then, I was just out to see the scenery.

Saturday's ride ended when I got a concussion puncture in the back tire while bouncing up a steep, rocky path. I had no idea where we were, but it turned out that we were only a couple of miles from Cwmfelinfach. John had been planning to put a 4.00 English Dunlop trials tire on the bike anyway, so he rode home to get it while I pushed a half-mile or so to a gas station. Nevertheless, we

were soon on our way home.

That evening I found out more about the Welsh association as I sipped more bramble wine and sat in on one of their officers' business meetings. They hold frequent enduros and trail runs, social evenings, and special events like two-day trials and an ISDT training weekend. One of the association's major concerns is land closure. Many of the "green lanes," as the old roads are known, are threatened with closure except to horses and walkers.

The officers devote a lot of time to attending public hearings on these closures, trying to keep the lanes open to all traffic. On some occasions the association has gone to the authorities when farmers or



Opening and closing gates where the trail crosses private property is a rule for courteous trail riders everywhere.



Ah, that lush vegetation is almost too much for us Southern Californians to bear.

landowners have obstructed public ways illegally. After each of our stops that first day John would say: "And now we'll just roll on quietly to . . ." some other valley, or ridge. If the Welsh Trail Riders Association adopted a motto, it should be "Roll on Quietly," for they know that the only way they will preserve their green lanes for riding against the opposition of people who would close them is to make as little disturbance as possible. John and, I was to learn, many other WTRA members are willing to give up a little traction for the smaller amount of damage that a trials tire does. Knobbies are referred to as "moto-cross tyres," and regarded as for competition only. At least that is the

impression I came away with. A lot of these riders also use their bikes for commuting, too, and trials tires wear longer.

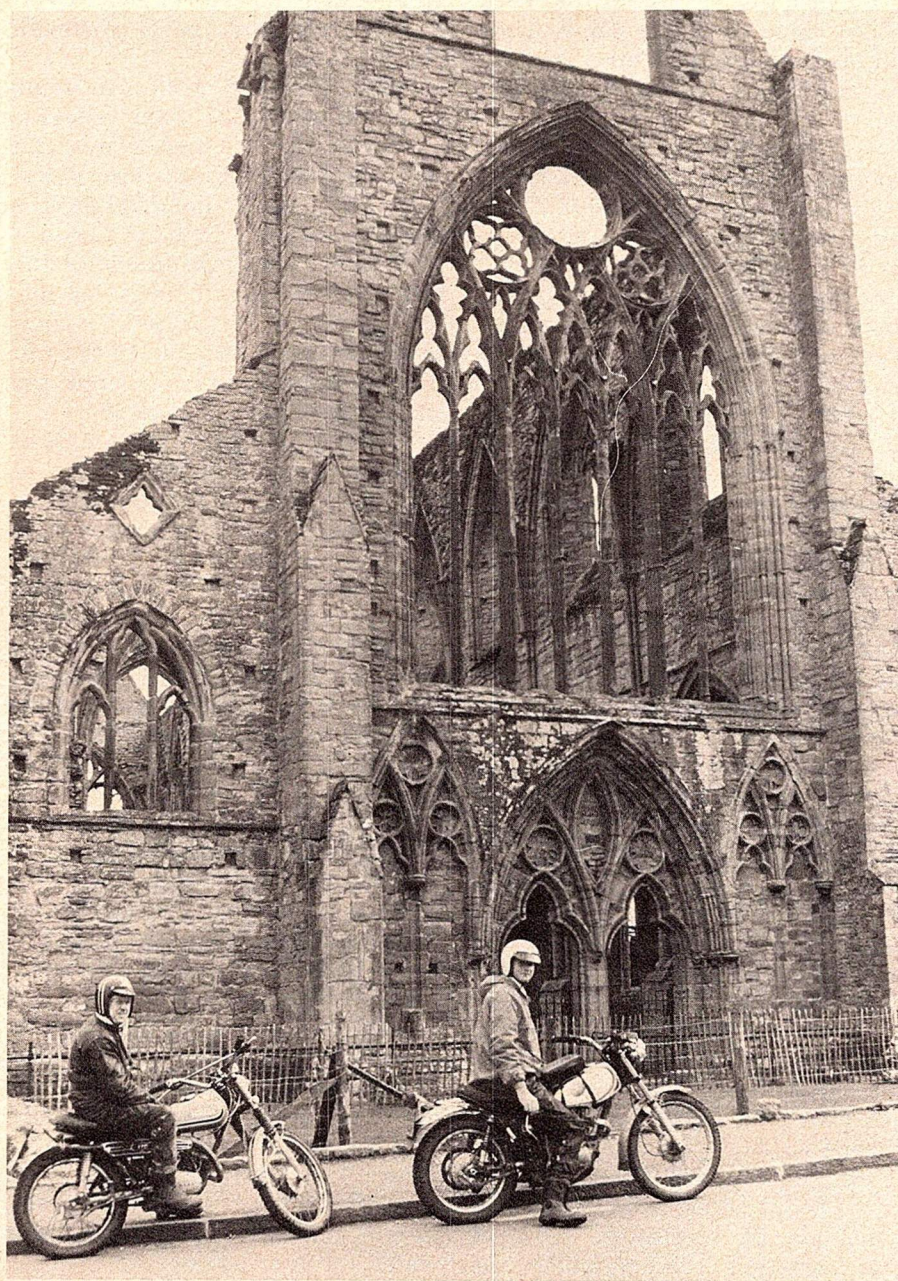
On Sunday we were joined by Bob James, the right-of-way officer, Geoff Thomas, the treasurer, and a member named Bill Kershaw, and Geoff and Bill each had a young son riding double. It was still overcast and damp. We rode through some of the more gently rolling wooded and farm land to the east. Some of the old lanes were deeply worn several feet into the ground, and the trees on each side roofed the trail over and almost made it a tunnel in places. The old sections were short and there were a lot of paved connections. One lane was paved

with big pieces of stone, and was an old Roman road. I was amazed at the extent of the old lanes available for riding. The toughest section of the morning was an uphill climb over bedrock. The flat-lying sandstone formed steps several inches high every few feet. I was invited to go first so I could take some pictures, but it was too dark under the trees. When Geoff arrived at the top, having let his son walk, he was grinning from ear to ear. He only crashed his 125 XL Honda once, a new record.

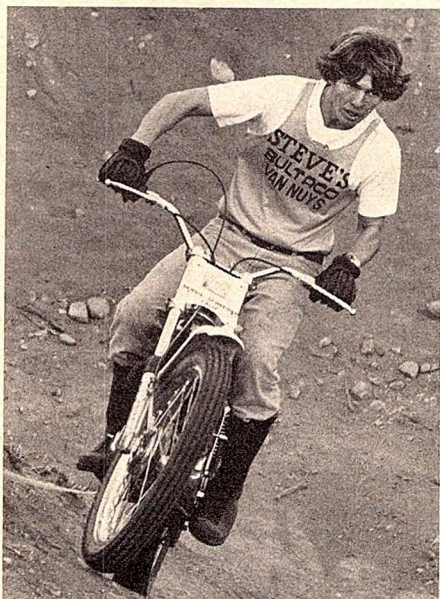
After a couple of pints at a charming pub, where they didn't seem to mind our grubby appearance, John, Bob and I set out again, eventually following a magnificent trail down a valley, surrounded by very large trees. After what seemed to be several miles, we emerged on a hillside overlooking Wordsworth's famous Tintern Abbey. It was swarming with tourists, and the setting was a definite contrast with the old lanes we had been riding, which probably weren't too different when the abbey was built. Gassed out, we ignored the abbey and the huge parking lot and souvenir stand across the road from it, and spent some time poking around the ruins of a small, more recent church on the hillside.

Bob James is a good person to have as right-of-way secretary, for he is also the county land-use person. He wanted to investigate a right-of-way he had on his map, and we ended up climbing a steep, narrow path with stone steps. The highest point we reached was just past a big rock that had fallen into the path. Bob got his 250 XL Honda past it somehow, but stopped on some very steep rock steps. He decided to walk up a bit to see if it was worth going on. The path led to someone's yard, and so Bob scratched it off his map. By that time we were a little worn, so we headed home. On the way the electrics on John's old Yamaha gave out, so we put together two Barbour jacket belts and Bob towed John to a place where he could safely leave it. The day, and the weekend, were over.

There is no better way to see Wales than on a trailbike, and the Welsh Trail Riders Association is working hard to make sure it will always be possible. The tourists swarming over Tintern Abbey were missing a lot.



Wales offers not only wonderful scenery along the trail, but historical attractions along the way.



Bernie Schreiber competed in the first El Trial de Espana at age 11 in the Kids class. He rode Expert at 12; has won the last two events, both held at Saddleback.

by Len Weed

A bit of irony. The best known trial in America was launched by a retired flattracker from Argentina who spent his youth hating trials or anything slow. Eventually, Fred Belair changed his mind. It was Ivan Wagar, then editor of *Cycle World Magazine*, who suggested plonking for Belair's two boys, Fernando and Martin, before letting them go motocrossing. The family aspects of the sport, the determination and the sportsmanship exhibited gradually converted Fred. El Trial de Espana was his way of giving something back to American trials as well as recognizing the contribution of the three Spanish manufacturers to the sport.

The purpose of the trial was to raise enough money, using a raffle, to send top Southern California riders to a round of the world championship series. Spain was the obvious choice since they built the majority of the world's trials bikes and Fred spoke the language.

Modesto Sole, then Montesa's export manager, helped set it up overseas. Don Rehack, Dee Dee Earl and the Plonkers club worked to bring it off on this side. The first year the grand raffle prize was a pick between a Montesa and an Ossa.

Juan Soler of Bultaco, a former Spanish trials champion and father of current champion Manuel,



Marland Whaley's only win came in 1973, the year he won the #1 Master plate at age 15.

relayed Bultaco's desire to participate in future events and offered to give a bike free if Montesa and Ossa would agree to do the same. They did, and one make of bike, selected by drawing, was awarded the next two years.

Bob Nickelsen, currently Trials Coordinator for Honda, and Kevin Walker, now campaigning in Colorado, were the first to travel to Spain. Nickelsen surprised the Europeans by leading all riders for about the first five sections before eventually fading out of the top 25 finishers.

After Nickelsen and Walker returned from the first trip overseas they suggested that a Spanish-speaking coordinator be sent along for the next trip. Belair was picked to go. While in Spain he met with the three factories and they decided to send the next group of riders to the French world round as well as the event in Spain. The three factories picked up the tab for the trip to France.

ETDE II took place in December of 1971 when the keys to the city of Los Angeles were awarded by the mayor to the representatives of the three Spanish factories. Then Senor Bulto, who flew in to spectate, announced that the winner would be his guest for a trip to his home in Spain and a ride in the San Antonio trial, an invitational of world-level riders. Lane Leavitt kept the trip in the Bultaco family with the win.

ETDE II in December of 1972 at Escape Country was the first internationally sanctioned trial held in the U.S. It drew 300 riders and a multitude of spectators, most of them there to see Sammy Miller, the 11-time British champion, the most dominating rider in the history of

SADDLEBACK GETS SCHREIBERIZED

EL TRIAL DE ESPAÑA VII

Scotland to get So Cal's top twosome

observed trials. In addition, the Canadian champion, John Ranger, and the Yamaha team of Don Sweet, Bob Hopkins and Joe Guglielmelli also attended.

Many expected Miller to walk away with it. But Lane Leavitt, winner of the first two events and recognized as America's finest rider, led Miller by a point after the morning session. When Leavitt's aluminum bars broke in one of the afternoon sections it cost him five points and possibly rattled his composure. Miller bested him 16 to 21 in the spectator sections and took the trial by four marks, 34 to 38.

That trial also allowed a couple of youngsters their first opportunity to gain national recognition. Bernie Schreiber, 13, won the Expert class, then one notch below the Master class. And Marland Whaley, then 14, rebounded from an ordinary morning performance, as if riding Master at 14 is ordinary, to amaze the afternoon onlookers with a score of nine, underpointing Miller and everybody else in the spectator sections.

Belair turned the 1973 event over to the American Trials Association, a confederation of trials clubs in Southern California. During the first three years local clubs (the Plonkers, SCTA and SDTR) worked the trial.

Proceeds from the trial continued to send top-ranked ATA Experts to the Spanish round through 1975. In 1976 the ATA decided to send their top two riders, Schreiber (#1) and Whaley (#2), to the Scottish Six Days. The FIM 18-year-old rule would bar the twosome from riding in Spain, where they had to sit and watch the year before.

The British ACU accepted entries for both riders, but the AMA



Martin Belair was all grins for his first local competition since returning from a year's stay in Europe.



Still grinning, figuring he can save it with a one.



Ooops. El fiasco!

announced that the minimum age rule of 18 for the FIM-sanctioned event barred the twosome from competing. The 17-year-old British national riders did compete, however, apparently with the blessing of the FIM. So the pair again watched, but as the top two ATA riders for 1976 they will be old enough to ride the Scottish this year.

There can be little doubt that the annual pilgrimages overseas helped to accelerate the improvement of riding abilities. The techniques witnessed in world competition came back here to be demonstrated in trials schools. The trips help to explain the dominance of Southern California riders, who this year won seven of the nine national rounds.

As a prelude to the seventh round both Whaley and Schreiber were joined by Debbie Evans and Mark Eggar in putting on a trials exhibition for 30,000 viewers the night before, during intermission at the American Motocross Finals at Anaheim Stadium.

The trial the next day brought out five of the top 12 nationally ranked riders — Whaley, Leavitt, Eggar, Schreiber and Gary LaPlante. Trials instructor (and head-stander) Elliott Schultz and Bob Nickelsen opted for the more subtle pressures of the Senior class competition. And sometimes trialer Marty Tripes, just freshly signed by Harley-Davidson for '77 motocross, tackled the Expert class.

The morning Expert sections were hardly a challenge for the top riders, with few points dropped. Schreiber led with one mark; Whaley dropped two, Eggar three. In the afternoon the Experts, joined by Amateur class winner Duane (Keith) Feland, tackled five centrally located spec-

tator sections four times each. The sections featured horrendous drop-offs and descents and long, loose, twisting climbs. One section remained uncleaned but for one effort when Bernie did the deed on his final try. The day ended with Schreiber having dropped just ten points. Marland took second with 16. Another teen, Jeff Fish, nailed third with a 24-point ride.

Bultaco donated a 250 Sherpa T as grand prize for the raffle, as they have since 1973. And Honda donated their fourth annual TL125, awarded by a drawing among checkers for the year. Suzuki, Kawasaki and Yamaha all donated their motocross bicycles and other products. Other prizes included a Bell trials helmet, Chain Gang chains, Montesa T-shirts, Mick Andrews trials books, subscriptions to *Cycle News*, *MX-West*, *Popular Cycling* and *DIRT BIKE*, and accessories from trials specialists like B & B Specialties, Knobby Shop International, Trials Cycle, Steve's Bultaco, Vic's Montesa, U.S.A. Distributors, and Plonker Parts.

The annual pattern of weird match-ups between some of the winners and their prizes continued. Prize donators Jean Fradette and Bruce Bernbaum each received something. Fradette won a pair of tires, and Bernbaum (who sells Sammy Miller jumpsuits) won a Suzuki jumpsuit. Ken Jones, president of the Plonkers club, received a Kawasaki How-To-Lay-Out-A-Trials Kit. And Whaley, who won a Yamaha cap in '75, watched his mother win a Yamaha pedalcrosser in '76.

Fred Belair was really delighted with the trial, thought it was the best of the last four put on by the

ATA. He was really impressed with the improvement in the riding abilities of the Expert class. He felt that the '76 exhibition sections, if used in '74, would have stumped all but a handful of the top riders, and yet two years later all 23 Experts were having their go. But then, that was one of the reasons the whole thing got started, to improve the skills of American riders. One would have to call Fred Belair's brainchild, nurtured by the three Spanish factories and supported by a lot of local enthusiasts, a definite success.

RESULTS

EXPERT

1. Bernie Schreiber (Bul)	10
2. Marland Whaley (Hon)	16
3. Jeff Fish (Mon)	24
4. Mike Griffiths (Mon)	28
5. Mark Eggar (Hon)	35
6. Martin Belair (Mon)	39
7. Greg Lersch (Bul)	40
8. Lane Leavitt (Bul)	41
9. Gary La Plante (Kaw)	43
10. Ron Doster (Mon)	51

AMATEUR

1. Duane Feland (Bul)	20
2. Mark Webster (Bul)	23
3. Oli Thordarson (Mon)	32

NOVICE

1. Paul Oswald (Kaw)	7
2. Dave DePaolo (Hon)	9
3. Dan Peterson (Bul)	10

BEGINNER

1. Bruce Davis (Yam)	0
2. David Moon (Bul)	2
3. Bill Hannon (Bul)	5

SENIOR

1. Bob Nickelsen (Hon)	0
2. Elliot Schultz (Bul)	6
3. Ed Mills (Bul)	6

PRESS/INDUSTRY

1. Len Weed (Bul)	7
2. Tim Hickox	27
3. Martin Argo (Suz)	28

KIDS A

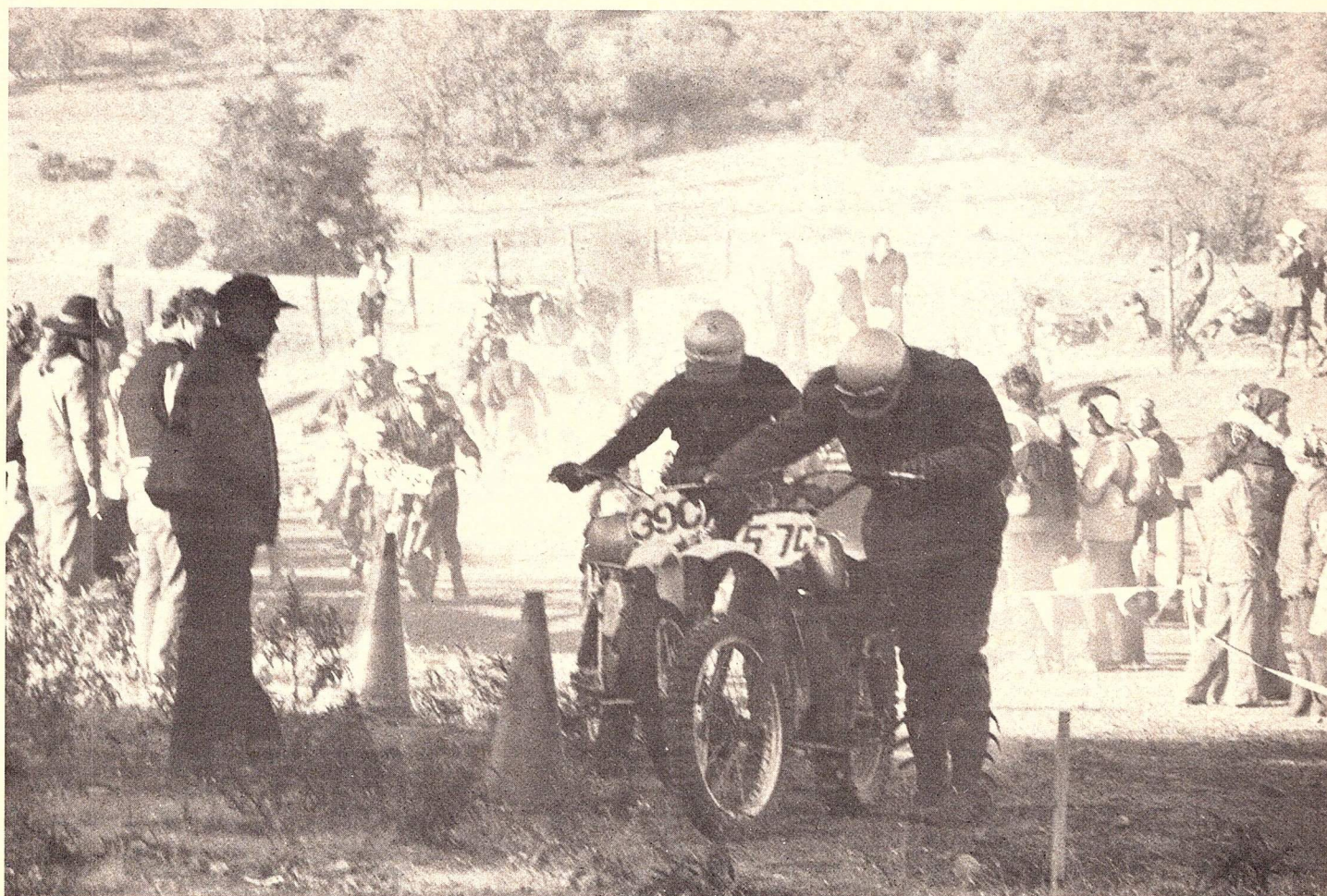
1. Jeff Delanty (Hon)	7
2. Barney Burman (Bul)	22
3. Mike Brant (Hon)	24

KIDS B

1. David Ige (Hon)	7
2. Mike Lauxen (Hon)	8
3. Mark Bernbaum (Yam)	11

WOMEN

1. Katy Henry (Yam)	14
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It's going to be a long day. Many riders experienced immediate difficulties, and were forced to push across the start line in the early morning chill.

Ahh, the joys of enduro riding. Slipping gracefully down the tree-lined trails, watching the sun flicker through the gold and brown leaves overhead, smiling at all the little animals as they dart into the thick undergrowth alongside the loamy track. Beauty in all things.

Enduro riding *can* be like that, but for most of us it's more like a monumental struggle. A struggle to avoid breaking any more of your toes on unseen rocks and roots. A struggle to keep your hands, forearms and thighs from turning into lead. A struggle just to keep on time while negotiating all manner of unpleasant obstacles. Aye, there's the rub, that keeping on time business. Trying to do mental calculations while racing cross-country without making a mistake at either is not exactly my idea of a fun

time. And there are a lot of folks who feel the same way.

It's not so much that the idea is wrong, it's just that the idea is wrong for me. The last time I tried to keep time in an enduro it took me 15 miles to figure out how many times six would go into 28. When I finally did come up with the answer, I glanced down at my watch to see where I

THE ONE



Some of the more than 400 entries bed down for the night. After the start the course runs up the firebreak in the background. After the first ten numbers dust completely obscured the trail.

should be and promptly slithered off the trail. I lost an additional 20 minutes getting my bike back up on the path. I just can't do arithmetic and ride a motorcycle at the same time. A lot of people can. I can't. I'm not ashamed to admit it, either.

Up until recently, I only knew of one alternative to the time-keeping dilemma. That alternative was to ride the Two Day Qualifiers. That would have been just fine if I had the stamina to ride flat-out, bouncing over bomb craters and fallen Sequoias for two days and nearly 400 miles. I don't. I'm not ashamed to admit that, either.

(Actually, there was another alternative and that was to take up motocross but I'm missing a couple of features that are very necessary for that sort of thing.)

You can imagine my delight when I found out about the Grizzly Bear One Day, put on by the Richmond Ramblers. It seemed almost too good to be true. One day, one hundred miles (more or less), 24 mph average, and six special tests. Wow. This looked like my kind of event.

The Griz was to be held over Thanksgiving weekend at Fouts Springs, in the Mendocino National

They had laid out the course to be as tough as possible for most everyone and yet still be passable for even the smaller bikes and less experienced riders. The course had been carefully marked and the special tests had been approved by Bugs. Bugs was doing everything he could to simulate actual Six Days conditions throughout the event so as to give the riders who hadn't entered a Two Day a good taste of just what the whole game is about. The Griz was to have most everything you would hope to encounter in a good Two Day, minus the ordeal of having to commit the time, energy and dollars required to ride a real Qualifier.

Dick has an idea about the whole National Enduro/Qualifier setup that is gaining more and more support. For a more complete picture of how he thinks things should be run, you should do yourself a favor and pick up a copy of the January '77 issue of this magazine and read Dick's sidebar to the Six Days coverage. To put it simply, there should be a series of events at the grass roots level to enable more riders to gain actual in-competition experience without

the huge outlay of money required in the present system. If we hope to ever raise a crop of serious Six Days threats, we have to get them while they're young and put them in situations that will help them excel in the special tests. Our current crop of ISDT riders are the best we have, and yet they still can't quite turn in special test times that are consistently as good as, or better than, those of some of the European riders.

We didn't produce a World-caliber motocrosser until we got a series of events going across the country that allowed potential winners to get the valuable experience of racing every weekend on many types of terrain. The same thing will happen if we can figure out a way to let the future Six Days stars all over the country prove themselves while moving through the ranks of their fellow competitors. With the present system of holding a few Qualifiers thousands of miles apart, countless potentially great ISDT riders are being denied the opportunity to participate. Perhaps a series of regional one-day events would serve to encourage more young riders to seriously take up the sport. The Grizzly Bear is one such event.

Unlike an enduro, where your ability to get from point A to point B without going too slow, or, worse yet, too fast is measured, an Endurance Trial (ET) encourages the rider to learn to go more quickly and more efficiently in order to arrive early, allowing him time to

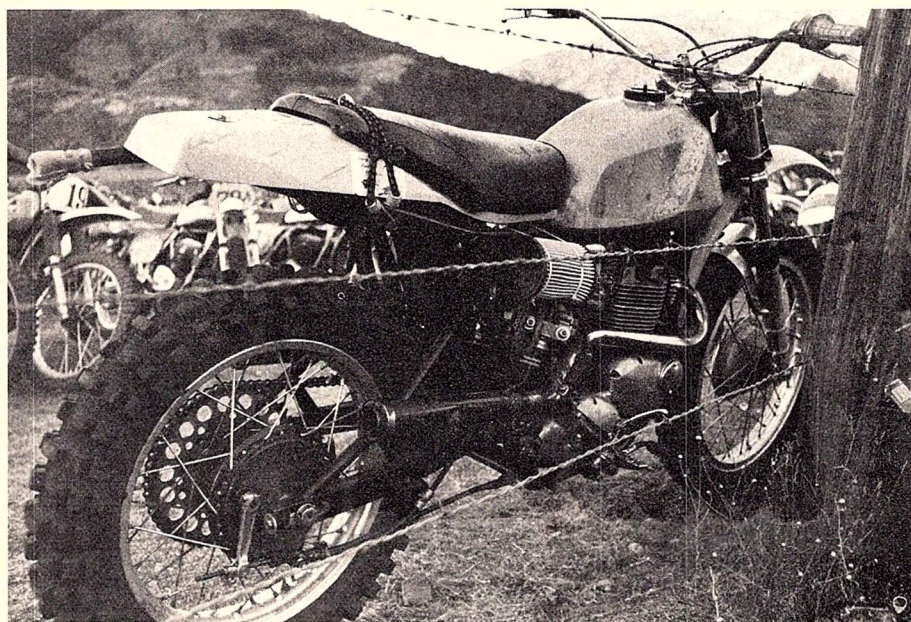
Continued on page 48

GRIZZLY BEAR DAY ET

Forest area, north of Sacramento. I had heard from all of my California friends how spiffy the terrain in northern California was compared to the hardpan we have to ride on here in the sunnier climes. Being newly transplanted to this balmy paradise we like to call L.A., I was eager to jump at the chance to ride over anything resembling real dirt. I wouldn't even mind a fallen tree or two. I was chomping at the bit. Couldn't wait.

Now the Richmond Ramblers, of which Dick Mann is one, had been putting in lots of hard hours organizing this run and were in no mood to have anything go wrong.

Some exotic machines showed up, including this beautiful Rickman/Triumph.



Goodyear and advisors an

"Without a doubt one of the finest motocross tires ever made."

... Jimmy Weinert

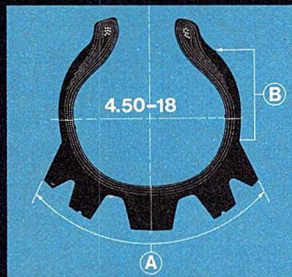
How do you improve on a performer like the Eagle MX—the tire that's been winning in big motocross action since the 1971 Road Atlanta 250?

First, you round up some of the most knowledgeable critics around: four hard-nosed pro riders. When they talk, you listen. Then you design and build a series of Eagle M/X II prototypes, using every bit of tire science you know. Then your panel of experts tears them up. First on the track (the place you really learn about performance), and later in quiet but merciless critiques.

You take lots of notes for new prototypes. And the whole destructive cycle begins all over again, moving to different tracks around the USA.

In two years' time, you go through six compounds, four tire configurations, 23 tread patterns and three carcass constructions. You also watch Jimmy Weinert ride your M/X II prototypes (front and rear) into motocross competition at AMA events throughout the USA. Jimmy racked up 327 points in the 250cc class to become 1976 AMA Supercross Champion. He also came in second overall in the AMA 250cc National Motocross Series, posting three big wins on M/X II rubber.

The final product is an Eagle M/X II tire with the same superstrong 3T nylon cord body, cord angle and self-cleaning action as the original

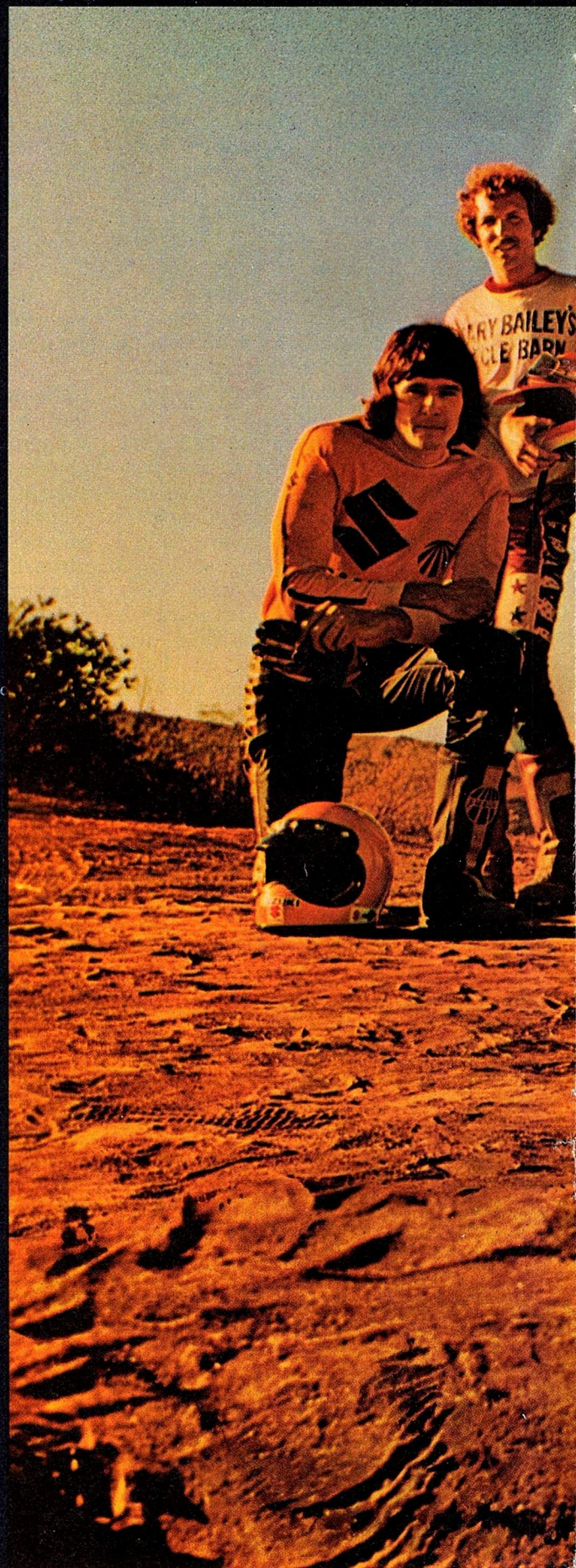


Eagle MX. But it's also a tire with (A) a flatter, bigger footprint, (B) increased high-flex sidewall area for more flexibility, and taller, stiffer, harder working lugs. Besides the stiffer compound for improved traction, the M/X II has shallow grooves in each

lug for added bite and increased stability on hard surfaces.

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announce the Eagle M/X II



Mark Blackwell, former AMA 500cc National Motocross Champion • Gary Bailey, first American to beat the Europeans at motocross
• Rolf Tibblin, three-time World Champion of Motocross • Jimmy Weinert, 1975 AMA 500cc National Motocross Champion

GRIZZLY BEAR

Continued from page 45



Some 200 yards from the start the riders had to plunge into this stream. Just the thing to give the ever-present dust something to stick to.

perform the needed maintenance on his machine. This, in itself, is a very important factor in the training of any future Six Days contestant, but not the most important factor. In One Days, like the Griz, riders can concentrate on the special tests and that, dear readers, is where we need the most work. It's getting to the point where in order to win anything in the ISDT, we're going to have to come up with a team of Bob Hannahs and Marty Smiths in Belstaffs. The Grizzly Bear is a good place to start.

The Griz this year (the third for this event), consisted of three loops which would encompass almost every type of terrain imaginable. Every type, that is, except one: mud. If the Richmond Ramblers were in no mood to have anything go wrong, Mother Nature was in no mood to be messed with. Northern California has been suffering from drought conditions for a long time now, and the normally moist trails of Mendocino Forest have been reduced to fine powder. This, coupled with the fact that several thousand residents of the Bay area had picked this particular weekend to hold their various trail rides and poker runs at Fouts Springs, meant that the trails would be in horrible condition by the time the first few riders had taken off.

They were. By minute nine, a dust cloud that would have put the L.A.

smog bank to shame had risen over the first mile of the course. Making matters even worse for some of the competitors, the Ramblers had decided to run the smaller bikes last, hoping to avoid any bottlenecks for the larger classes. Being a small-bore rider myself, I was somewhat concerned over the fairness of allowing dozens of 500 Yamahas and 400 KTMs to wreak havoc on already marginal uphill trails before we could even get a chance to get up them. However, ours is not to reason why, ours is but to do this bit and not cry.

Sure enough, upon arriving at the first major uphill, I was saddened to see what appeared to be 15 or 20 ducks on small bikes flapping around all over the side of the mountain. And, sure enough, the trail looked like a rock quarry turned on its end. I wished I had been able to sneak up front with the big kids instead of being stuck in the back of the bus.

And stuck we were. Some of the guys on the hill were there for 30 minutes or more while some of the later arrivals lost no time at all, due to the trail being opened up by the physical efforts of some of the riders. The guys who voluntarily stay behind to help their fellow riders over the top deserve much more credit than anyone ever gives them. Likewise, the clowns who charge into an already plugged hillside

without waiting their turn for a shot at it should be severely pummeled. I know, because I was one of the guilty ones and I *am* ashamed to admit that.

Many thought that check should have been thrown out but the Ramblers decided to leave it in, due to the fact that some of the small-bores managed to hit it with no traffic, and therefore cleaned it. Dum de doo, deedle dee . . . oh well.

Bottlenecks were the only real problem with the Grizzly this year and, in all fairness to the Richmond Ramblers, the dryness of the trails was mostly to blame. The second loop of the event included some of the most beautiful riding country in California, with trees, shade, hills and fireroads. One of the cross-country tests was in this loop and was referred to as the "Pikes Peak Hill Climb." It was a long stretch of jeep trail with water bars and tree roots all along the way. It was also uphill. *Very* uphill.

Other special tests included another cross-country without the climb, an acceleration and braking test (which provided some of the best entertainment all day) and a motocross test at the very end. By the time we got to the MX test, I was in no mood for an MX or a test. All I wanted to do was lie down under a tree and sip a tall one, savoring the fact that I had at last finished an event. It had been so long since I saw a finish line, I had forgotten what they looked like. But to finish the Griz, one must finish the motocross, so I reluctantly plodded around the tight grass track. I'm sure I must have impressed a lot of people with my feet-up riding style. It's not hard to keep your feet on the pegs when your legs have gone to silly putty and you refuse to shift out of first gear.

When we got back to the pit area we were informed that any of us who wanted to could enter the tire-changing contest by the sign-up booth. At this point, several of the officials had to help me off my Penton and into the shade, thinking that I must be suffering from heat prostration, laughing and screaming like that. After regaining my wits, I staggered over to the tire-changing area to nurse a frosty Coors and watch these fools bark their knuckles and pinch their tubes. I was amazed. If you've never seen anyone

Continued on page 87

Despite the many attendant benefits of a racing program to a motorcycle company, racing is essentially for selling motorcycles. That motorcycle which wins championships is, by inference, obviously the superior product in the very subconscious of the consumer. For 1976 Suzuki holds the lion's share of the championships, but only a small part of the public will ever realize just how close it really was.

CHAMPS' BIKES: III

*Riding the
Holeshot Machine*

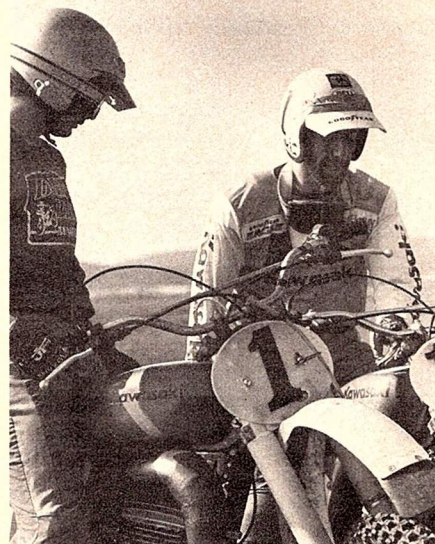
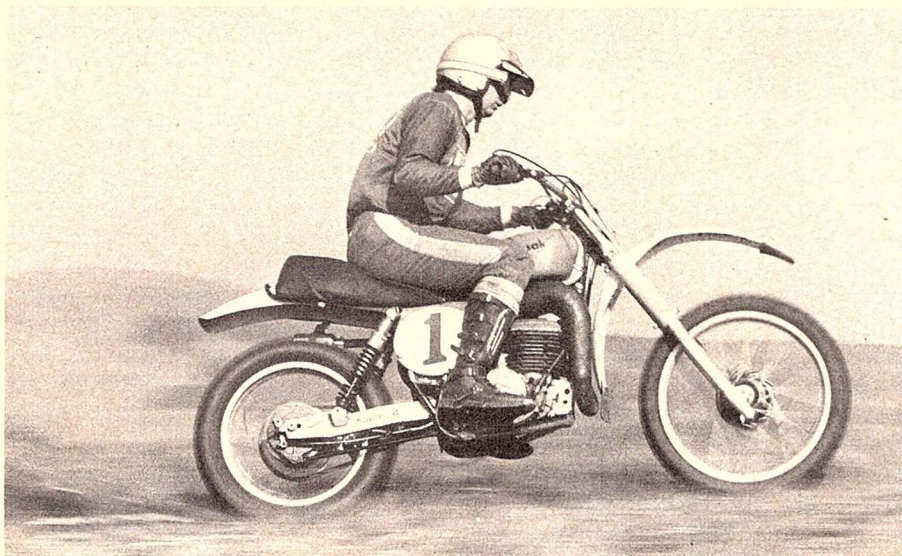
For example, have you considered that Jimmy Weinert might actually be 250 National Champion now if his knee hadn't jumped in front of a rock? Or that Gary Semics was within a few points of being 500 National Champion on his Kaw? Or that Torleif Hansen was thrashing at the top of the 250 World Championship on his green meanie until his injury? Had a few things gone differently than they did in 1976, Kawasaki would have had the boss machine. Instead of being just OK, like most of the bikes on the circuit, Kawasakis would have been the fastest, trickiest and therefore superior machines on the circuit. If.

But that doesn't change the machines. The bike we're talking about here is the same. Failing to

win those championships is like forgetting the dot on the i. If there is a single superior "works" bike the Kawasaki might well be it.

Kawasaki works bikes are hand-built racers which bear little or no resemblance to anything Kawasaki currently sells. They are, of course, the result of years of hard and costly work which is now paying off. In accordance with common practice among the "works" bike clan, the Kawasaki motocross machines are essentially simple, but built of the highest quality materials and with





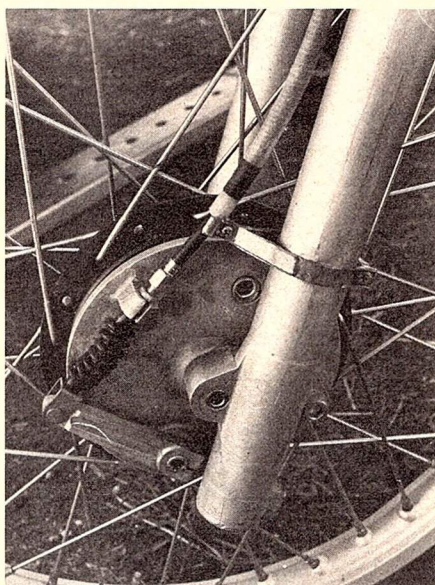
Jim and Gunnar talk it over aboard the dual ex-champs' bikes.



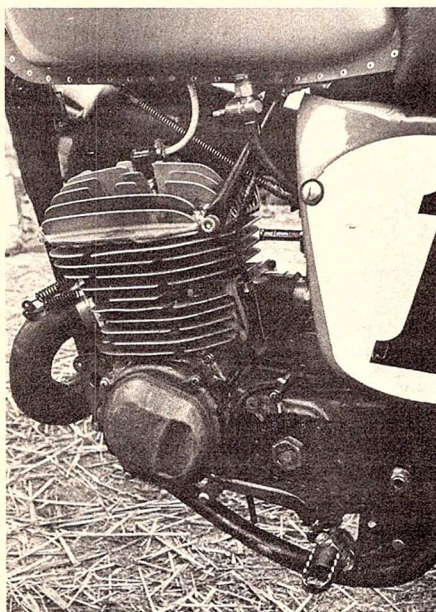
Steve Johnson letting the good times roll.



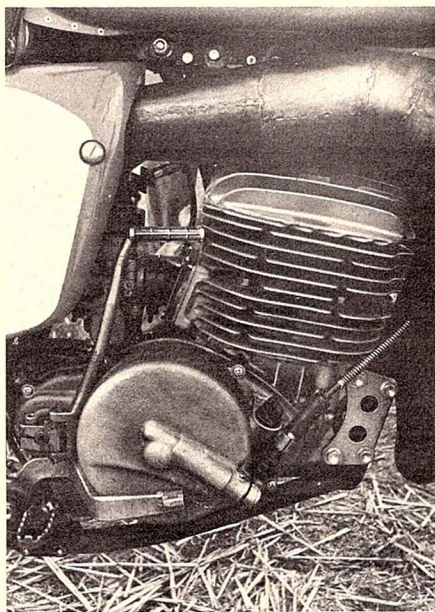
Swingarm: large, welded and aluminum. Egad, hollow bolts everywhere.



Forks are Kayaba prototypes carrying 250mm of travel. Hubs are magnesium.



Engine parts are primarily magnesium and obviously sand cast.



Check out the multiple contortions the kickstarter lever goes through.

painstaking care. The motor is, of course, constructed of magnesium in all practical areas and displacement is in the 400cc range. Displacements between 360cc and 450cc have been tried in the last two years. The gearbox is a five-speed driven through a huge aluminum/magnesium wet clutch via straight-cut gears.

The frame is, of course, chrome moly and the swingarm aluminum. The forks are a first on the motocross scene with their solid "fork boots." They are machined out of solid billet by Kayaba of Japan and travel roughly 250mm. Rear suspension travel is roughly the equal. Both brakes are magnesium castings and quite light. The rear is actuated by a rod for ease of service. It is most apparent that the bike has been designed with function and reliability in mind, as accessibility is quite good and construction generally robust and simple.

Weight of the KXs varies, depending mostly upon the tires the bikes are equipped with. At one official weigh-in this year one bike weighed 99 kilograms and the other 100.5 kilograms.

At the Phoenix Trans-AMA we had the opportunity to try out Jim Weinert's large-bore Kaw. The Steve Johnson-prepared machine slipped onto our Swedish moto-tester like a pigskin glove. All controls seemed to be located perfectly and even Jimmy's suspension proved to be most suitable. Of the bikes we have sampled thus far in our safari for Champs' Bikes, the Kawasaki proved to be the most suitably set up for our

tastes. No changes would have been necessary to be race-ready (no results guaranteed, of course).

One of the most noticeable first images of the Kawasaki is that it is slightly shorter than what we had come to consider the norm among the long-legged professional motocrossers. It's confidence-inspiring to be down "into" the bike a little more.

Starting is easily a first-time proposition once the long kickstarter receives an appropriately authoritative whack. Right away the lack of flywheel is apparent. The engine gathers revs and returns quite quickly. An aluminum muffler resides behind the right rear shock and reduces the KX's bark to a medium mellow woof. The remainder of the pipe resides within the confines of the frame tubes and is unnoticeable.

First pleasure while rolling onto the course is to sample the delightful controls. The shift lever travels a pleasant amount, with no dead play, and works easily under power. Likewise, the brakes are progressive but very powerful. The front binder works in romantic reverie with the forks to stick the tire to the ground entering bumpy corners. The forks absorb the bumps but never compress so much as to negatively affect handling. The most noticeable effect of the rear suspension is to keep the bike dead straight in any bumpy situation.

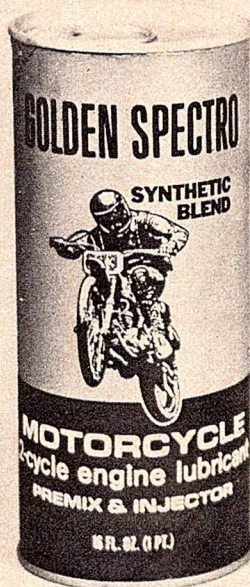
But what you want to know about: why has Gary Semics become the holeshot king? And why is Jimmy right on his tail more often than not? Why? Because the bikes have the power, and they rev, and they lug and then they pull and pull. In short, the engine on Jimmy's bike is so flexible that it can do anything. Despite the lack of flywheel effect, the torque band is so smooth and predictable that the bike is still easy to ride.

But, it can put one in a whole bunch of trouble in a very short period of time. It happens like this: With so much horsepower and torque available, and minimal flywheel, the rear wheel spins just about as fast as the throttle is turned. It is very much like a high-powered race car in this respect. One difference: cars don't do wheelies. If the Kawasaki finds enough traction to apply its power to the ground, and the rider is foolish enough to use

all the power, it will flip in an impressive hurry.

This is where the rider comes in. It takes a very experienced and skilled rider to use all the power the Kawasaki has without committing rapid and thorough suicide. But to the top rider the power pays off. The frame works with the power — quickly — to make a bike that is as agile as any. It's a full-blooded racer in every respect and it takes someone as good as Jim or Gary to get the potential out of it. Obviously, they managed to do it. They're the team that almost dethroned Suzuki. And it wasn't the bikes' fault that they didn't.

So goes the third in the series of Champeens' sickles. Like the Honda, as close as you'll get to owning one today is the pages of this magazine. But, we have on the rumor line that Kawasaki has a plan for the now-defunct KX series. Sometime late in 1977, as early as September possibly, there may be a limited number of Jimmy/Gary Replicas available. There is little on the bike that could not be duplicated in production for a reasonable amount of money, save the exorbitant use of exotic metal. The addition of 10 to 15 pounds would be a tiny price to pay for the exceptional manners of these machines.



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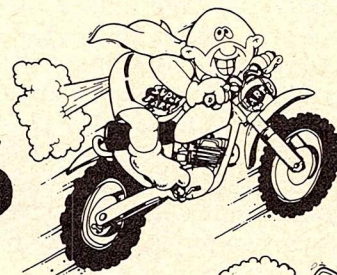
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"... 10, 11, 12," Tink! "EEEEEEEEEEEEEEK! Oh God, why me? Why does it always have to be me? My life has ended, I can't go on. Good-bye world."

Yes, friends, tragedy has struck this poor schmuck. A close relative lost to the fate of death, you ask? Perhaps a vicious car collision with an equally vicious mountain? An afternoon with an insurance salesman? Nope, nothing so mild, I'm afraid. I have just broken a water pump bolt off in the block of a 1968 Fiat. I hate bolts with a vengeance. And, not being the prejudiced type, I hate nuts with an equal fervor. Of course, studs can, at times, make me madder than anything but those stupid little chunks of apple in my tuna. Come to think of it, if it has threads, and I'm not wearing it, then I hate it. Matter of fact, I think I have Threadaphobia.

The thought of tightening a trivial bolt gives me the shivers. Wrenches turn my face pale, and my stomach over. Once, just as a joke, my friend Greg put a torque wrench in my hand while I was asleep. Two weeks later they let me out of the hospital, and took that weird jacket away.

I wasn't born this way, you know. I've slowly been conditioned into this bizarre behavior. I think it started when that stupid front wheel fell off that stupid bicycle when I was in the middle of the stupid air, after going over that stupid curb. It was stupid.

Later, I went from my bike to a Kawasaki 125, foof enduro turned into an even foofier MXer. The first time I went ridin', the little bolt that holds the damping rod in, came out. Un-good, thought I, when I woke up. Later, the drive gear nut came off, and made some really artistic gouges in the case, not to mention knocking two prong-thingies off the clutch housing.

These and other things were mild, though, compared to the best thing that ever happened. Greg (remember Greg?) and I were gonna split the cases, so that we might put in some shiny new seals and bearings. Well, naturally we had to get the flywheel off, so we set about tackling that task. Luckily enough, when we got the flywheel cover off, the nut that holds the flywheel on was lyin' in it. All right, thought I, this way we don't have to work so hard to get

the nut loose. Quick, huh? Anyway, we put the puller on the flywheel, and Greg started crankin' on it. Make sure you got that, *Greg* started crankin' on it. OK. He tightened it, and nothing happened. He tightened it some more, and still nary a thing happened. Mustering many muscles made manly many moons ago, he torqued down on it as tight as he could. Nothin'. Very bizarre, if not just a taste weird. Well, it was at this point that we decided to take the puller off, and see what was goin' on.

As soon as we did this, we found that the flywheel was indeed loose, but for some reason known only to my aunt, it had not popped off. We

the present state of affairs was not a good one. In order to rectify the situation, we threw deviled eggs at the crankcase. Failing miserably, we began to cry.

Hours later, senses regained, it looked like the wise thing to do might be to fix it. Obviously enough, the stock nut would not fit over the end of the shaft, now that it was about twice its original size.

Luckily (again), Greg knew someone with a lathe. However, we soon realized that the lathe, while larger, would not provide quite the same spark as the flywheel. Instead, we put the crank on the lathe, and fixed the threads. Whew!

Oh yeah, only one cylinder stud

STRIPPED and BROKE

did, however, manage to yank it off, noting that it seemed to be a tight fit over the threaded part of the shaft.

The moment we got it off, our collective jaws dropped to our collective knees, gasps of astonishment pierced the cool night air, and the dog next door began yowling in disbelief.

Stepping back a few feet, our eyes focused only on the nekkid crankshaft end. "Greg," I said. "Ya?" said Greg. "Greg," I said. "The end of the crankshaft appears to have taken on a somewhat pregnant appearance, no?" "Ya," said Greg, "I thought it looked kinda funny, myself."

Thinking quickly, I decided that

stripped out during reassembly, so I was really overjoyed.

Anyway, I sold my Kawasaki, and bought a Penton 250. The only thing I don't like about it is that it, too, uses nuts and bolts. However, they're about 4.2937 times as strong as the ones on the Kaw, so that's good.

As a matter of fact, the only thread of a problem I've had was when two of the Allen bolts holding the head down rounded their heads. Heady stuff, what? Anyhoo, all I had to do was bend down a few of the fins, get in there with this big pair of vise-grips, and loosen the suckers up. No sweat. Of course, to get in there, I first had to take the

engine out. However, that was a simple one-hour operation, not including the one I had to have for the hernia.

Right now, my biggest problem, nuts-wise, is the same one that I'm sure most men have. That's right. You guessed it. It's with my Fiat. To put it really nicely, this load's a wreck. Every bolt is either rusted stuck, or it's ready to fall off. To keep it together, I have to keep my Penton apart. The tools most needed to work on it are "EZ-outs," vise-grips and a hacksaw.

This past June, the Fiat was going to take us to Carlsbad. Except. Except, the day we were leaving, the water pump went kaplooeey, making

purr of dual overhead cams and Weber carbs workin' on 1438cc of Italian engineering. Instead, I got a sick moan much akin to a drunk throwing up all over the sidewalk down on Geary at around three on a Tuesday afternoon.

I didn't make it to Carlsbad, but weeks later I did get the car to run, breaking only one more pump bolt in the process.

As one can see, I've had my share of troubles with nuts, bolts and the like. But, I don't let it get me down. I know that one day, I shall win out.

Right now, however, I am about to attempt the big one. That's right, I'm going to torque down the head on the ol' Penton. The ultimate feat.

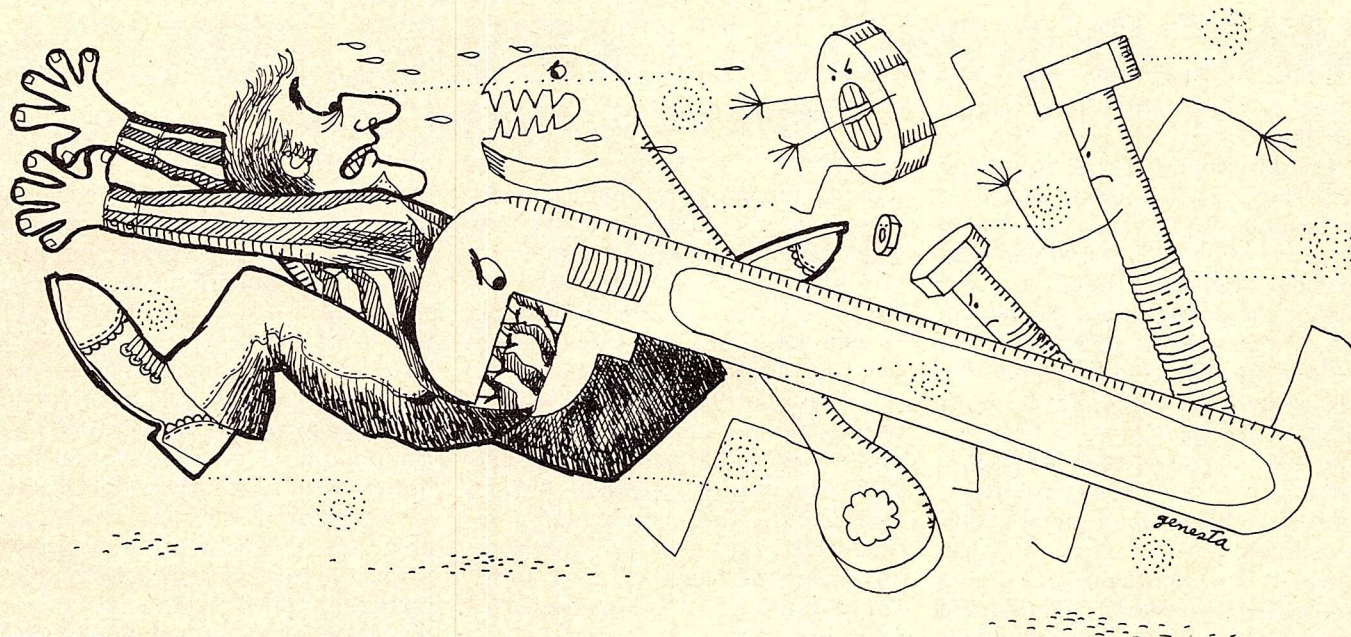
puddles were forming below my hands. I had trouble reading the dial, in that it was shaking more than a walrus on a 501.

At this point, I took a little rest, banging my head on the garage door. With renewed enthusiasm, I picked up the wrench and prepared to begin again.

Working with the smoothness of a crushed Swiss watch, I resumed my task. At the mark of 18, my eyes were so blurry that I could barely find the bike.

At 20, my knees were knocking hard enough to make the people down the road answer their front door.

Summoning the utmost in bravery,



That's nuts, to you

various obscene and wholly unpleasant noises. When putting in the new one, I checked my manual and it said that the bolts should be torqued to 17 foot-pounds. Careful slob that I am, I figured that I would torque them to just that. The only problem occurred when one of the bolts broke off at 12 foot-pounds. The trusty vise-grips once again came to the rescue, and I decided to just torque them to around 13 foot-pounds.

I then filled it up with water, and leaped into the seat. I then got out, and went over to the driver's side, figuring that it would be easier to start it from there. Turning the key, I listened intently for the smooth

I've been working up to this since the last time we had "Baked Alaska."

My goal being 22 foot-pounds, I had to decide how much to go per step. After days of deliberation, consultation and exasperation, I decided to go three a shot. Beginning with a fervor heretofore unseen in this part of the country, let alone Topeka, I gradually torqued 'em down. As I passed ten on the eighth bolt, I began to sweat heavily. My mind raged: "What if it should strip? Where could I get it fixed? How long would it take? How much would it cost? And would their Coke machine give change?"

Fifteen came and went with nary a sign of trouble. By now, though,

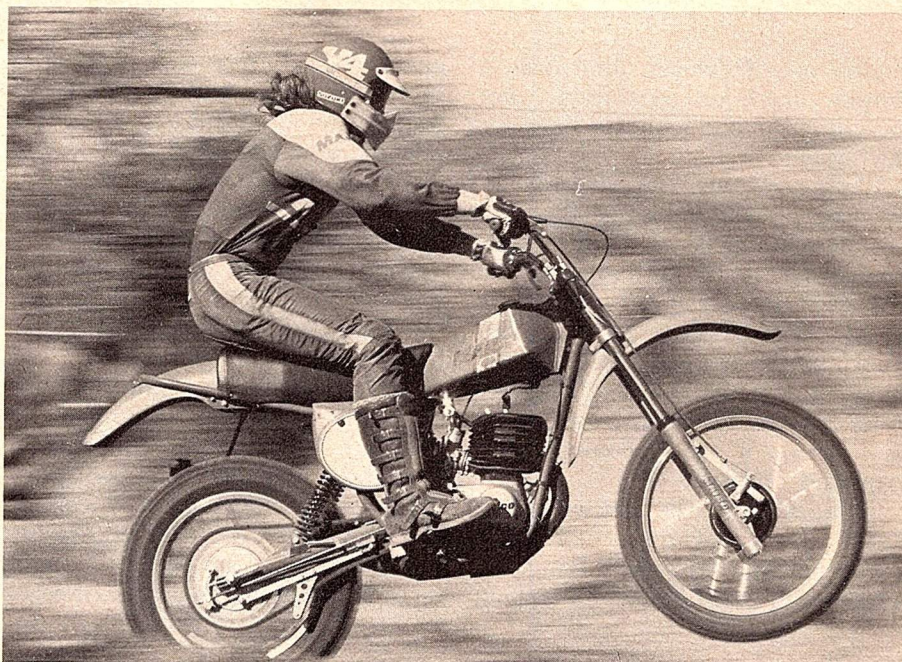
I strapped my hands to the wrench so I couldn't chicken-out, and continued on. One bolt to 22; right on! Two bolts to 22; bitchin'! A third to 22; far reaching! Still another to 22, and it's righteous! Up to 22 with the fifth bolt; incredible! The sixth hits 22, and I'm amazed! The seventh makes it to 22, and I'm out of adjectives! One to go. OhmyGod. This is it. Here I go. Twenty, twenty-one, twenty-one and a half. ... TWENTY-TWO!!!

Hallelujah, praise the Lord, eureka, feed the babies, shampoo my hair, I've done it. Twenty-two inch-pounds, and not one stripped bolt. Twelve times that, and I'm done.

by the Staff of DIRT BIKE

In recent years Maico has consistently been the number one choice in competitive motocross machinery for the serious self-sponsored professional racer. A domination which has only lately been challenged by the RM-series Suzukis. What could be the reason behind the popularity and success of this German-made works-replica wonderbike, you ask? Basically three things.

First, but not necessarily foremost, is power. Maico's engines have long been known for their smooth, usable and potent power and torque outputs which have been designed in through porting, with a good deal of flywheel weight. Dependable, progressive and tractable power that you can dial on early when entering



MAICO'S 250 ADOLF WEIL REPLICA

a turn or accelerating up a bumpy straight.

Second is handling. A front end that stuck and steered well had practically become synonymous with the name Maico. Combine this with excellent high-speed stability and a proven basic suspension layout (in fact, Maico was the first marque to use long-travel rear suspension in GP competition), and you have what's called good geometry. This combination of good handling and power has become a Maico tradition.

Then, the final factor that contributes to the Maico's desirability is its reputation for being competitive in world Grand Prix competition in basically stock form.

The '77 250 AW is all we have come to expect from Maico, plus a little more. For instance: more suspension travel (and more weight that comes with it), more power, more attention to detailing (including an improved shifting plate and gear rack), more frame gusseting, more seat, and more paint.

TO A TRAINED EYE . . .

"These new Maicos certainly are redder than ever." The new fenders, made by Falk of Germany, are much wider and longer than any we've seen on the mighty M in the past, and should prove to be even more durable than last year's units. Falk makes the side panel/number plates as well out of the same fine material.

Improved suspension, power, and detailing

Fully realizing the many advantages of plastic, Maico has gone to a super-tough compound for their air box, and seat base as well, in the last couple of years. The air filtering unit is your basic top breathing device housing an oiled foam element. A full two and one-half inches has been added to the rear of the seat in order to give you plenty of room to slide around for precision weight positioning. The padding is definitely firm and the rear underside has been changed to give more wheel clearance for the longer travel rear suspension.

Malcolm Smith grips come attached to the CZ-bend bars and are stock items for '77. Levers and throttle assembly are made by Magura, of course. All of the cables are red nylon-lined numbers.

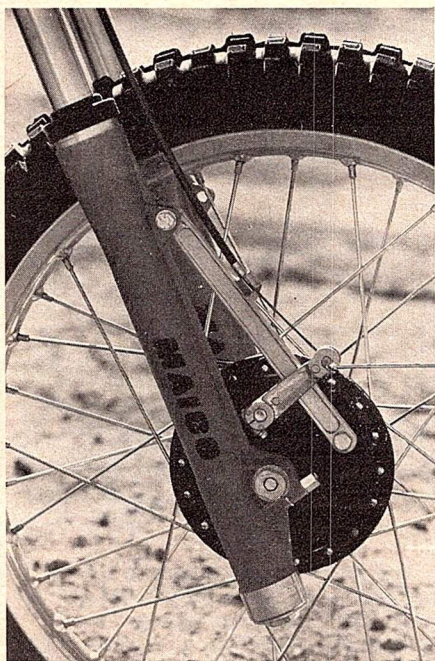
Enough fuel for 45-minute-plus motos (8.5 liters) is contained in the now-classic Maico-design coffin tank. It's now tastefully clad in red with just a splash of yellow streaking down its sides. The petcocks have been redesigned into full-blown, high-volume units with a very high flow capacity. Adolf turns only one on.

Those big, new leading axle forks, once considered state of the art for front suspension systems, now contain a whopping 350cc of oil (Bel-Ray LT100) and offer a full

232mm of travel. That's 9-1/8 inches for those of you who aren't getting with the metric program. In case you were wondering, all internal spring forks can be modified to get this extra bit of travel by simply purchasing and installing the '77 dampener rods for a mere \$36. There's a new wiper/top seal combination with an additional seal underneath. Evidently, Adolf sensed some flexing in the top crown (talk about sensitivity), so it is now slotted across the steering stem and double-bolted for added rigidity. As before, the stem pivots on tapered roller bearings. Last year's springs have been replaced by progressive-wound units. The bar clamps are rubber-mounted, but it's hard to tell it.

Both wheels feature aluminum alloy conical hubs laced in the standard cross-two pattern to the good green label Akronts, and are shod with Metzeler shoes (the ultimate tire for this neck of the woods). As we get it, the green label rims are one millimeter thicker in all dimensions when compared to the old yellow label units. They needed it.

In addition to its first real coat of paint (*very* red), the chrome moly chassis has received additional gusseting to the top rear of the engine cradle behind the footpeg mounts and to the inside rear of the

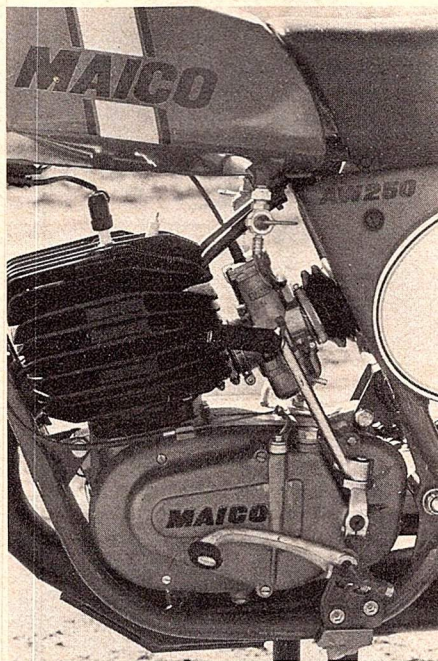


You get 232mm of travel out of these babies and their oil capacity is up to 350cc. The aluminum alloy conical drum houses a 136mm diameter brake drum with shoes 25mm wide. Green label Akronts make up the rigid round part. And of course, a 3.00 Metzeler to kiss our mother earth.

swingarm shock mounts. The rear end of the frame has also been changed a bit to compensate for more wheel travel. Needle bearings are used at the swingarm pivot. You now get mounts on either side of the seat rather than the old single bolt in the rear setup.

In order to emphasize the fact that the '77 AW features a cylinder with new porting, and to shave a little excess weight, Maico's designers have come up with what they call the wedge cylinder. The intake and exhaust ports have been lowered, or narrowed, and widened slightly, and the rear corners have been lopped off of the cooling fins. This change in porting, in conjunction with a freshly designed exhaust system, gives the new AW a horsepower output of 30.6 at 7500 rpm. That is enough of and the right kind of power to let you win starts when you have your act together. Also, it's 3.6 hp more than the last 250 Maico we tested.

Further changes to the engine unit include a new design for the shift plate. The detents for the gear locating pin are now smoother with radiused edges and work with a new pin to give you smoother, easier shifts. Also, the shifting fork sliding grooves are slightly narrower to give



Heart of the Mighty M, cradled in chrome moly. Note the new wedge cylinder, rounded-off kickstarter pedal, Bing's new V54, the peculiar folding angle of the footpegs and their lack of teeth, reinforcement of the leading edge of the downpipe downpipe, additional gusseting to right of footpegs, and the nifty new high-flow capacity petcocks.

better engagement tolerances while shifting. All of these new pieces are stamped with an "M" for easy identification and can be installed in earlier gearboxes.

Maico is one of the few motorcycle manufacturers left who still use a chain for the primary drive. In the case of the 250, a double-row type that should be inspected often and replaced at regular intervals.

This is the first we have seen of the new Bing V54 with the larger needle design. The idea is that the larger needle (and jet) provide a smoother flow in the mid-range while a new pilot system performs the same task at low r's. There is also a rubber-tipped float needle to ensure a better seal with less wear.

A Bosch magneto and coil with points provide energy for the sparking plug to get this baby a-poppin' and you a-movin' down the track.

OUT GASSIN' AND A-BLASTIN' ON ADOLF WEIL'S LITTLE RED ROOSTER REPLICA

Our initial riding sessions were not without mechanical difficulties. After an initial 30 minutes of easy running, we brought the Maico in for a quick once-over. Then, back

out onto the course for roughly 40 minutes. KABOOMIN AND VER-CLUNKIN!! It seems that there was a flaw in the left slider, which is a sand cast item, that allowed the surging oil to blow a hole in the leg — showering George with 350cc of LT100. It can happen. Just figures that we'd get the one out of who knows how many. We loaded Little Red back into the Maico van, that used to be Sylvain Geboers', and our main man from Maico, Steve Hasiefski, headed back to Maico West for the grafting of a new leg.

Len, Zeal and Bill were disheartened. They were eagerly looking forward to a good workout on this serious piece of motocross equipment. "You broke it. You could at least have let one of us ride it before you exploded the forks," Zeal exclaimed zealously.

Day two. Steve had gone over the bike with the same thorough scrutiny that he put forth when preparing Graham Noyce's or Gaylon Mosier's mounts for the local Trans-AMA series events. The timing had retarded slightly so he reset it to 2.5. In addition to checking the entire unit over, he washed it, lubed the chain, cleaned and oiled the filter, etc., etc. He drew our attention to the fact that you could use stock spokes if you were careful to keep them correctly tightened and lubed each nipple through the rim hole and around the spoke threads with Bel-Ray 6 in 1, WD-40, or something similar each time you washed the bike to keep the soft brass nipples from distorting. Sounds good.

Next came 35 minutes of riding for photographs. Oooh, what a fine-handling motorcycle. Then back to the pits for another once-over. We cannot emphasize enough the importance of a thorough maintenance routine during the initial outings with this machine, or any machine for that matter.

Then, 30 minutes more of semi-berserking with Blimpton at the helm. Oooh, what nice power! And, back to the pits for a little chain-lubin', adjusting and spoke tightening.

Out to the Great Wash for 40 minutes of sand-pounding. This honey is quick! And, back to the pits with a bent front rim, six less spokes and a flat. Should we have stopped to go over the spokes again? Will the stock spokes really prove to be

adequate? Will Elizabeth find a home, true contentment and everlasting happiness in her new land of enchantment, a Rocky Mountain wonderland? And will the glow of love in her heart for her beau Howard kindle and grow into a fiery, eternal flame of love, a love of loves, everlasting? Will she, the girl of his dreams, love of his life . . .

Back to Maico West for a wheel transplant.

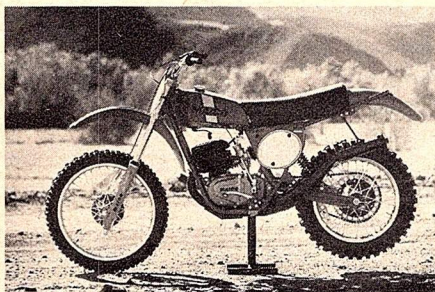
We picked it up at their shop on Friday for dynoing and so that George could do a little unofficial testing at Saddleback on Saturday. Ah, yes. A beefed-up hub laced with H-D spokes to a D.I.D. Of course, the Maico was once again glistening and immaculate. Fresh oil in her gear cases, and a song in her heart. "Take mel" said Red. Yes, yes, I will.

On the dyno she churned out an impressive 30.6 at 7500 with good torque readings all the way through. "Wild Man" Will grinned wickedly and rolled it on. No vibration to speak of either.

Saturday a.m. The course had been churned into huge clay clods the size of bowling balls, and there was a definite absence of moisture. Out onto the track. Little Red took it all in stride. The 230-plus mm of travel front and rear sucked up the boulders while the power of 30 Clydesdales sent a roost of digested debris and doughballs high into the morning sky.

Later, in practice, when the pounding of many knobbies had turned the parallel plowed rows into a fast and loose rideable surface, some of her handling traits that had begun to show during earlier test rides were reinforced and confirmed.

In a slick turn, fast or slow, she'll go where you point her. If there's traction, you program her and she merely follows directions, nothing more. Your confidence in learning her ways will come quickly.



Long-time tool of the trade to many professional motocrossers.

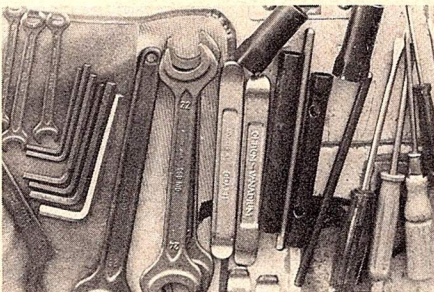


Flopping her from side to side is not as graceful and flowing a movement as it is with some bikes. She feels a bit top-heavy and so you'll have to put some muscle into the bars to get her down. Not a lot, but it's noticeable. In deep sand turns it takes more than just a friendly shove.

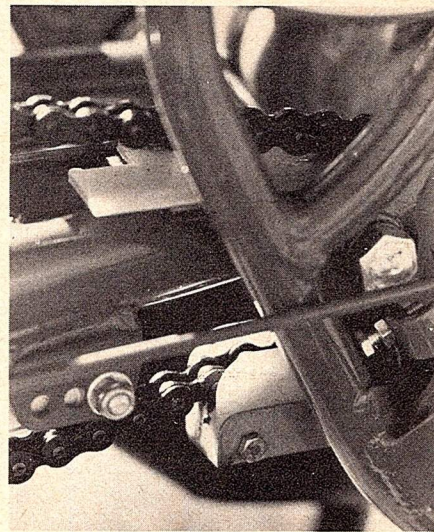
Possibly her most outstanding handling feature is the way she responds to full power when exiting fast turns. Instead of hanging out her tail and coming around farther as the beans are applied, the AW250 tucks her rear end in, her 4.50 Metzeler clawing at the earth and putting you in perfect alignment as she straightens up and rockets you toward your next target. What confidence she inspires.

Berms are taken the same way as turns without them. You point her in, roll on that wondrous power, shove her in, and wheelie away.

Fifth gear straights are another story, especially if they contain good-sized holes and bumps, or worse yet, whoops. The rear end



And take a look at all these tools that come with it.



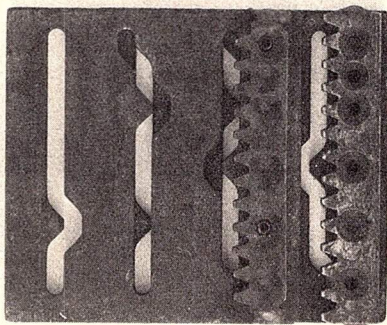
A new larger-diameter spring now pushes the tensioner block against the chain. Last year's lost its tension quickly. The plastic block is now made of a more durable material. The swingarm protector should have been thicker.

tends to kick up and give you an uncertain feeling as to where you will be headed shortly. A feeling that is intensified and multiplies with the increasing magnitude of the bumps. This is mainly a product of the rear shock/spring units. The springs are a bit on the weak side while the dampening, both compression and rebound, is (when cold) too stiff. As the Girlings are warming up, and when on a fairly smooth track, the ride is not too uncomfortable. These changes in dampening are perhaps more easily felt here because of the choice in padding for the seat, which is quite firm.

Out in the whoops in fifth requires complete and absolute attention to each movement of the machine and section of terrain upcoming. This degree of concentration and physical effort required will quickly exhaust riders in even the best physical condition. At these speeds, the rear end bottoms, kicks up, twitches (occasionally wildly) from side to side, and generally keeps you bordering between mildly scared and purely frightened. Girling makes at least three different gas shocks and many springs to fit them. This is by no means the ultimate combination for the Maico.

Another peculiarity you'll notice at higher speeds, and with average to good-sized bumps, is that the forks are no longer performing correctly. When new, their action is noticeably stiff at first, especially on





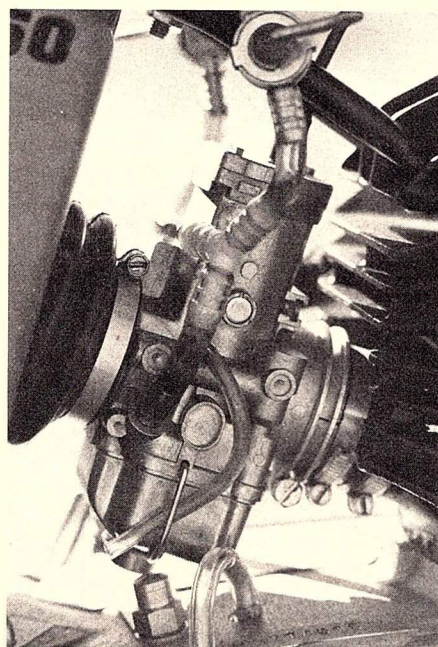
This is the new "M" series shift plate on top of last year's. The detent holes have been reshaped for smoother, easier shifts.

the little bumps with the legs at full extension, but they soon wear in and handle minor to average variations in the track's surface quite well. After a considerably short time with a 175-pound-plus rider aboard you'll find the front suspension bottoming. A switch to ten-weight lessened the severity of this problem slightly, but stiffer springs are in order to rectify the situation.

This too contributed to our testers' tiring more rapidly when aboard the AW. It's hard to pinpoint exactly. Probably it stems from having to subconsciously hold onto the bars more tightly in order to feel secure. In addition, the AW is a little overweight, scaling in at 104.3 kilos (230 pounds) with oil but no fuel. That can't help matters any.

Back to Saddleback. Steve, riding an identical test unit, and George were among the first three to reach the top of the long start hill and head into turn one. Steve swooped by and quickly displaced the leader, George moving into second spot a few turns later in hot pursuit. This is some seriously correct power. Steve went on to win it by a healthy margin while George was forced to retire on lap three after experiencing severe handling difficulties when the front tire went flat. After removing part of an extra nipple head that had somehow found its way inside the tire, and installing a new tube, we were once again ready for action.

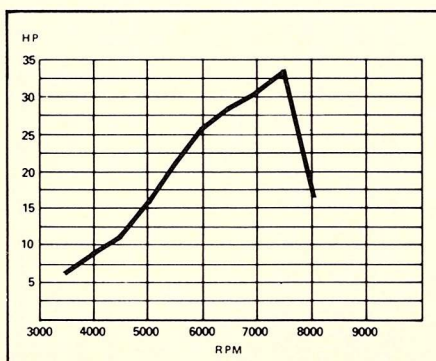
Moto two. This time George won the start and was virtually alone in turn one. In turn two, however, after a good-sized straight, Steve showed up and began to freight-train by on the extreme outside of the fast uphill sweeper. Suddenly, very shortly after missing the third to fourth shift, he was doing a series of



Bing's new heavy-duty model V54 vergasser. Improvements include a larger-diameter needle and jet, an improved pilot system and a rubber-tipped float needle.

incredible, high-speed, lock-to-lock flip-flops up the track, and came to rest unhurt. With the lead once again in his grasp, George rolled it on. A few laps later, second place got by but soon went down on the slick, sun-baked adobe. Little Red never faltered or left her line. Seven laps from the checkered, another rider got by and a terrific dice ensued. Wheel to wheel, bar to bar, peg to peg, banging bikes in the turns and off the jumps side by side. Alas, the leader spun sideways momentarily in a slick hairpin blocking George's intended path around the outside and causing him to stall. The leader looked back. An evil grin could be sensed behind his Scott face mask as he wheeled away toward the checkered. George restarted and ended up around third. But, if it hadn't been for the Maico's primary kickstarting . . .

The AW250's power is surely its



250 AW MAICO

Price (approx. retail, West Coast): \$1787
 Engine . . . Two-stroke, piston-port, single
 Displacement 247cc
 Bore & Stroke 67mmx70mm
 Compression Ratio 13:1
 Carburetion 36mm Bing V54
 Standard Jetting:

180 main, 314 needle jet, 60 pilot

Horsepower:

30.6 hp at 7500 rpm, measured via chain from countershaft

Clutch Multi-plate, wet

Primary Drive . . . 2.28:1, double-row chain

Transmission Ratios:

1. 2.25
2. 1.80
3. 1.44
4. 1.20
5. 1.00

Final Drive 520 JWC

13-tooth countershaft

56-tooth rear sprocket

Air Filtration Oiled foam

Electrics:

Appt magneto with Bosch points and coil

Starting Primary kick

Lubrication Pre-mix 50:1

Recommended Fuel Premium

Recommended Oil Bel-Ray MC1

Fuel Tank Capacity:

8.5 liters (2.2 gallons)

Frame Chrome moly double cradle

Suspension:

Front: Maico forks with 232mm (9.125 inches) travel measured

Rear: Gas Girings with 235mm (9.25 inches) axle travel

Wheels & Spokes:

Front: Akront "green label" ridgeless, shoulderless, cross-2 spokes

Rear: Akront "green label" ridgeless, shoulderless, cross-2 spokes

Tires:

Front: 3.00x21 Metzeler Motocross

Enduro

Rear: 4.50x18 Metzeler Motocross

Enduro

Dimensions:

Wheelbase:

142.7cm (56.2 inches) + 3.5cm

Swingarm length . . 49.0cm (19.3 inches)

Ground clearance . 27.3cm (10.75 inches)

Bars, height 116.2cm (45.75 inches)

width 83.8cm (33.0 inches)

Pegs, height 38.1cm (15.0 inches)

width 51.0cm (20.1 inches)

Seat Height 93.4cm (36.75 inches)

Fork Angle 30 degrees

Weight:

104.3 kilos (230 pounds) without petrol; 44.0% on front, 56.0% on rear

Brakes:

Front: 136mm conical, cable-operated drum

Rear: 160mm conical, rod-operated drum

Instruments None

Lights None

Silencer Yes, MX only

Spark Arrestor None

Warranty No

Parts Prices Yes

Piston: \$55.63 with rings, pin and clips

Ring \$16.64

Clutch cable \$4.60

Brake pedal \$20.76

most outstanding quality. Its potency and ease of use, when combined with the basic geometry, give you an edge on the competition in a number of circumstances. There are no surprises. Just smooth, predictably building torque and plenty of it. It allows you to turn it on quicker and gets you through a corner with the feeling that you've not wasted any time there. It's simply correct power. Shifting action has been improved noticeably with the introduction of the new "M" series shift mechanism components. Still, you get the basic Maico-style heavy feel and longish throw.

You will find occasion to use the brakes often. When you do you will notice that neither is overwhelmingly efficient. Both require more than average pressure to slow things down sufficiently and are susceptible to a controlled degree of fading. They work, but require more effort and thought than what we have come to expect from "today's modern motocrossers."

BULGING TOOL BAGS, GERMAN HARDWARE, FAT GOOSE LEGS 'N' SPECIAL JELLIES

In this their year for attention to details, the Germans have made a number of small improvements, some minor and some more important, that add much to the motorcycle as a package. For instance, the flashy red paint we have mentioned that now lasts longer than a few washings. To make the bike generally more trouble-free, you get aircraft-quality nylon locknuts everywhere a nut should be. The chain tensioner has been improved with new materials and a stronger spring. For '77 you get a kickstarter that doesn't dig into your leg, new gas taps with a reserve, that pass lots of gas (so does the leaky gas cap), nice fenders, rims, air box, fork seals and a host of other goodies. For some unknown reason they decided to use only one rimlock in the rear.

The AW comes with a remarkably large selection of tools, surely more than we have seen with any other bike, and all are good German, chrome vanadium quality to boot.

SO YOU SEE . . .

What you have here is one of the best powered 250 MXers available.

Continued on page 81

How to succeed in the dirt:



Switch to the Wiseco FMX. Forged for racing!

**It's the strongest, lightest
piston available . . .
engineered to give you
more power!**



True! Wiseco FMX forged pistons, combined with SuperStrength rings, give you more power. The rings fight power's worst enemies — heat and friction. You get the most efficient performance possible; FMX piston construction means minimum expansion, greater piston skirt control, best combustion chamber heat transfer to the cylinder walls. The SuperStrength rings have outstanding sealing capabilities; they fight power's worst enemies — heat and friction. Know some of the winners who depend on the Wiseco FMX? Ted Boody, Daryl Hurst, Garth Brow, and Bart Markel — to name a few. How about you?



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Mentor, OH 44060

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MINI SHOOTOUT

Dropping down from Ankle-Biters to Knee-Benders

by the Staff of TINY BIKE Magazine



Test crew from the left: Chris Heisser, A.J. Whiting, John O'Mara, Steve Schmitz, Mike Brown and Jim Holley. Scott Wilder, AWOL.

Yep, we've finally gone and done it. This is the first time in its close to six-year existence that ol' DB has taken the big step down to the 80cc class. Veteran mini-haters will ask us why. And we'll respond just as quickly: uh, duh, ah, well, ah . . . duh. We sympathize. What does a grown man, woman, or mostly grown teen care about the mini-buzzers? Not much. Right? But look at the other coin of the side. Think about Marty Smith and Bob Hannah. Those guys were little throttle-twisters once, too. And we keep getting letters imploring us to do mini tests. But rather than drag it all out we decided on meeting it face to face in one fell swoop. Shootout! Gather 'em up and shoot the editorial wad in one quick, decisive stroke. Whether or not we ever do this again will most likely depend on

YZ vs. RM vs. XR

reader response.

One of the reasons *DIRT BIKE* has refrained from testing minis is their size. Even 100s are kind of small for our high-zoot testing crew. The solution? Round up a sampling of the local mini-stars and privateers, some of whom have won national championships. Instant inverted sycophancy. And so, A.J. Whiting took some Swedish lessons, Mike Brown got sent up in a blimp, Steve Schmitz had his teeth cleaned by Gerrit and we were ready. Oh, yeah. We rode them too, but our knees kept getting in the way.

We also took a look at what's happening in the accessory after-market among the mini manipulators. What's happening is big mini business. In fact, many of the stars have their own outfits, rather than just endorsing others' products. Yep, small-bores can mean big bucks.

Enough palaver. Let's get to it. On your marks, get ready . . . everybody have their note from mommy . . . go!

THE BIKES

Three of 'em! Count 'em! Three. The Honda XR75-77, the Yamaha YZ80D and the Suzuki RM80B. The YZs have been dominating mini-racing for the last couple of years. Prior to that the XRs were the favorites. Four years ago you could see names like Indian, Rupp, Steen and Gemini battling for racing

recognition while Japan tried to make up its mind about what was happening over here. Here they were building trailbikes and the kids were going racing on them with a vengeance.

The XR was released in 1972; a fine, pleasant, all-around trailbike and instant favorite among pit

crews. And then the tuners turned the mild-mannered mini-thumper into a genuine race winner. The first YZs appeared in 1973. The initial A model was about as sizzling as a torpid turtle compared to the racing Hondas. Subsequent models have become much speedier and enabled Yamaha to dethrone the Honda in



All three bikes have 2.50 x 14 INOUD four-ply knobbies, flexy plastic fenders.

A Catcher's Mitt Is Cheaper, But . . .

If you really want it, you can have it . . . a \$2000 mini-racer. Most of the trick modifieds run over \$1000. All this from a stock bike that sells for \$400-\$500. But if big brother can get into megabucks racing, why not junior, too? As those involved in serious 125ing well know, if you want to go for it you gotta get your green together and get rid of it. Here, in more or less alphabetical order, are some of the most active aftermarket outfits in the mini-racing society.

A.J. Racing Products. 13860 Milbank St., Sherman Oaks, California 91423; (213) 981-7139. \$1 for catalog, sticker and color poster. A.J. (NMA Number One for three years) and brother Mat (NMA Number Two for two years) and their dad, Art, have a business which offers a complete line for Yamaha YZ80, 100 and 125s. They're already at work on accessories for the RMs. They offer the AJ snake pipe. The bolt-on GYT Kit includes ported barrel, piston, quick throttle, 26mm carb, air filter and AJ racing T-shirt and jersey for \$275. The AJ Replica YZ80D goes for \$1291.60.

Flying Mike Brown Racing Products. 26919½ Furnivall Ave., Canyon Country, California

91351; (805) 252-6453. Free catalog. 1976 NMA 83cc Modified Champion Mike Brown, his dad, Duane, and Terry Abbatoeye run the business. They offer accessories for the YZ80/100/125. Engine kits, pipes, suspension and swingarms. They're working on RM accessories. Their top-of-the-line is the Mike Brown Replica YZ80 which retails for \$1995, but they can build any combination desired.

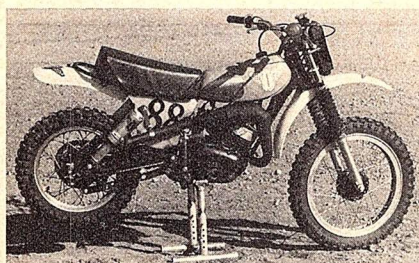
DG Performance Specialties. 5552 La Palma Avenue East, Anaheim, California 92806; (714) 996-4430. \$1 for 1977 Book of Tricks which includes mini-racer accessory section. Ken Boyko heads the mini department. DG, whose racing program has helped develop Yamaha factory riders Bob Hannah and Broc Glover, plans to accelerate their mini-racing program in 1977. They will offer accessories for YZ, RM and XR bikes. They'll have a full YZ racing package and an XR pit kit.

Myerscough Machines. 12143 Studebaker Rd., Norwalk, California 90650; (213) 868-8112. 50 cents for catalog. Ted Moorewood (Cycle Town) and son Lance are distributors for the Brian Myerscough accessory line for Honda's, Suzukis and Yamahas up to 125cc.

The fully modified Myerscough Replica runs about \$1200. Ted does the engine work. Lance and Brian are former mini stars now racing pro. Brian, now 16, was 1975 NMA Grand National Champion, and gathered numerous other major wins and honors.

R & D. 11419 Bombardier, Norwalk, California 90650; (213) 864-8218. Rudy Dickinson is the main man. They specialize in both YZ and RM. Dickinson did research and development for Suzuki on the RM80 Hop Kit, which should be out (now or) soon. R & D will be putting together the 1977 Suzuki mini-race team. They also do frame and swingarm work and offer any type of custom engine work, customized to the customer.

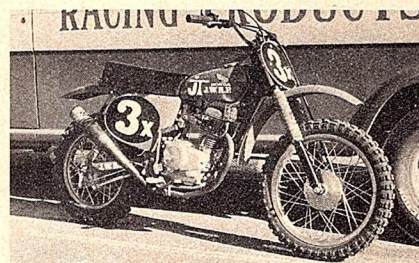
Jeff Ward Racing Products. 1315 East St. Andrews Pl., Santa Ana, California 92705; (714) 546-6923. Free catalog. Jeff is a factory rider for Honda, 1974 YAMA National Champion. His dad, Jack, runs the business which offers accessories for YZ, RM and Hondas up to 125cc. They also have 100cc sleeve-down kits for 125 Elsinores, and scaled-down frames. Complete XR or YZ modifieds go for about \$1095.



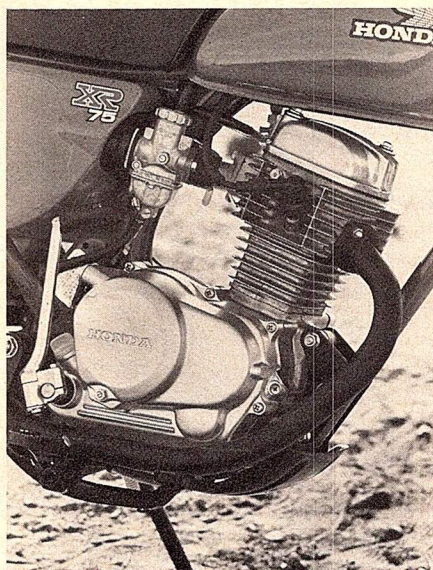
Flying Mike Brown Replica YZ80C or D goes for \$1995. 13-inch Boge-Mulholland LTG shocks with Reeder gas springs, radiator with water-cooled head, internally modified (5.5-inch travel) air forks, larger air box, laid down shock mounts, ported and hand chamfered cylinder, 28mm Mikuni carb, Motoplat ignition, straight-cut primary gears, stroker crank (out to 83mm displacement limit). Not shown in this picture, but included in the package are an aluminum swingarm and chain tensioner.



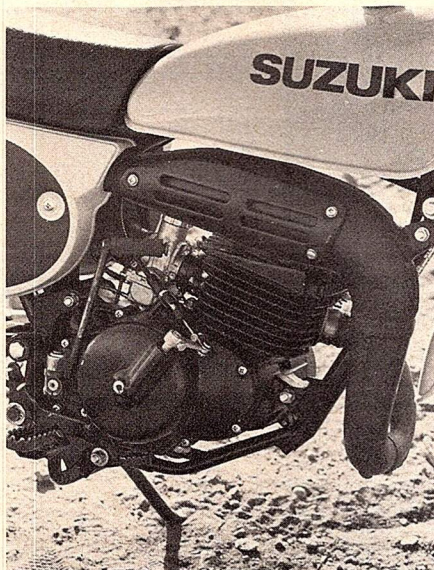
AJ Replica goes for \$1291. 17 and 14-inch alloy rims, nine-gauge spokes, cross-three lacing. 2.75x17 and 3.60x14 ISDT low-profile rubber. 14-inch Curnutts with five-inch shock travel, over six inches rear end travel. 4130 straight cut primary gears and primary driven gear guaranteed against breakage, 4130 needle bearing swingarm, Pro-Tec chain tensioner, GP ported cylinder, snake pipe, 26mm carb, large air filter, quick turn throttle. Racing jersey and T-shirt included. We took a quick ride and were really surprised by the mid-range "European" type power.



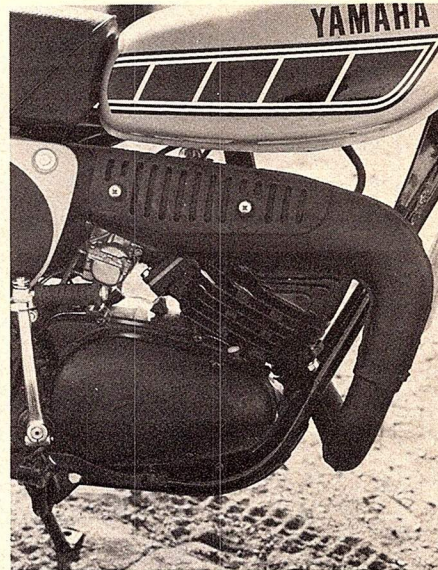
The Jeff Ward Replica XR75. 4130 frame and swingarm. Gold anodized alloy wheels and spokes, electronic ignition, 83cc piston kit, polished and lightened valves, cam, bench flowed cylinder head, Mulholland gas/air shocks with Reeder air springs, reworked fork internals and racing springs, air box, pipe, chromed oil cooler, 24mm Mikuni. \$1800



Honda has 48 x 41.4(74.9cc) powerplant with 9.5 compression ratio, 20mm Keihin carb, reed valve induction.



Suzuki has 49 x 42(79cc) case reed engine with 7.0 compression ratio and 24mm Mikuni carb with pull-out/push-in choke.



YZ has 49 x 42(79cc) engine with 7.3 compression ratio and 26mm Mikuni carb with pull-out/push-in choke. Plenty of rubber dampeners are spaced between cylinder fins.

the hearts and minds and racing checkbooks of mini-America. Meanwhile the old Suzuki TM75 never got off the ground in racing circles and Kawasaki released a 90cc bike, evidently to keep it out of the 83cc racing classification. They now have an 80, but it is not labeled a serious racer.

Right now, as best we can tell, it's shaping up as a Suzuki challenges Yamaha race scene, with some Hondas still around to just keep the every-other-timers happy. A fourth brand is beginning to make some noise in racing circles. Italjet, with their six-speed X80 racer. They also have a 50cc X50R with which they edged the Honda MR50s for the national championship in that mini-mini class. For more info you can contact: Italjet, U.S.A., 7471 Greenbush Ave., North Hollywood, California 91605; (213) 982-2000.

SEVENTY SEVENING THE 75

The latest kid's quadra-stroker looks different. It's Honda red, of course, but styling changes make it racier looking. What about the other changes? More power. Displacement was upped to 74.9mm by increasing the bore one millimeter. The compression ratio was upped to 9.5 to 1. Max revs were upped 500 to ten-five, then another gear was slipped into the box making it a five-speeder. The head angle was steepened almost a full degree while trail was reduced slightly. Both fork

and shock travel were increased .9-inch. They kept the same wheelbase but the bike is now taller in the saddle by two inches, the pegs are up an inch, the ground clearance up 7/10 of an inch and the bike is about six pounds heavier.

DE "D" IS DE FOURTH

Yamaha started out with the A. It was slow. They followed with a hop-up kit and haven't made the same mistake since. It's still yellow, and looks like a racer. Here's what makes da D da D if all you have is a C. An increase of one horsepower is claimed by the factory. They upped the compression ratio a whopping .1, making it 7.3 to 1. Carburetion was increased from 24 to 26mm. All ports received some attention. The exhaust ports were made 1mm wider and .5mm higher. The transfer ports are 2.2mm wider and the width increase for intake is 2mm. In the suspension department fork travel was increased 22mm while rear wheel travel was increased 13mm. The head angle is 1½ degrees steeper at 27½ degrees, about the same as a TY175. Trail was reduced 7mm. Bigger rubber on the back, up from 3.00 to 3.60 x 14, and the rims were beefed: 1.40 x 16 front and 1.40 x 14 rear.

THE A IS SILENT

The RM80B is Suzuki's first racer. There was no A model and the RM bears about as much resemblance to

the since-extinct TM75 series as the RM370 does to the legendary TM400. As with the larger RMs, Suzuki started over with a clean sheet. You won't find little TM thingamajigs and doodads mixed in. It's obvious Suzuki wanted to maintain the same serious racing machine approach they did with the larger RMs. They also knew they had to, because Yamaha had the market by the knobs, so to speak.

RAISIN' HECK WITH A HANDFUL OF RACERS

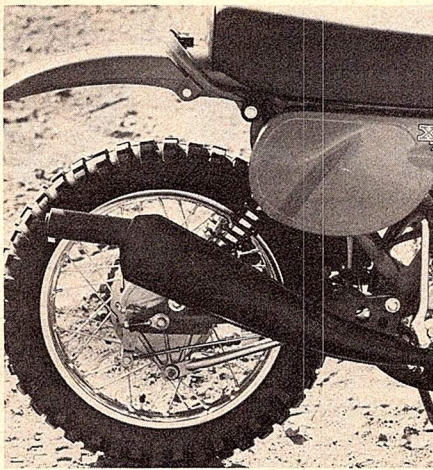
With some help from Ron Henricksen, president of the National Minicycle Association, we rounded up a pretty fair stable of teen testers. Two no-shows (both featured in last month's mini-profiles feature) were Brian Myerscough and Jeff Ward, because of conflicting schedules. Those who did participate:

Mike Brown. 16. 1976 Grand National Champion NMA 83cc Modified, 1976 World Mini Grand Prix 105cc champion. Winner of 1974 World Mini Grand Prix Race of Champions, 83 Stock and 105cc classes.

Chris Heisser. 15. On Mike Brown's team during testing, since moved on to the DG Performance team.

Jim Holley. 15. World Mini Grand Prix winner in the 80 Modified class. Bike: PK YZ tuned by his dad.

	HONDA XR75-77	SUZUKI RM80B	YAMAHA YZ80D
Price:	(approx. retail, West Coast) \$460	(approx. retail, West Coast) \$535	(approx. retail, West Coast) \$499
Engine:	OHC four-stroke, single-cylinder	Two-stroke, single-cylinder, power (case) reed	Two-stroke, single-cylinder, reed (torque induction)
Displacement:	74.9cc	79cc	79cc
Bore & Stroke:	48mmx41.4mm	49mmx42mm	49mmx42mm
Compression Ratio:	9.5:1	7.0:1	7.3:1
Carburetion:	20mm	Mikuni VM24SS	Mikuni 26mm (VM26SS)
Standard Jetting:	92 main, 35 slow jet	105 main, jet needle 4DH7, needle jet .02, cutaway 3.0, pilot jet 40, air 1 1/2	180 main, 0-0 needle jet, 4J13-2 jet needle, 35 pilot, 1.5 cutaway
Spark Plug:	C7HS (NGK); U22FS (ND)	B7ES (NGK)	B8ES (NGK) or N-2 (Champion)
Clutch:	Wet, multi-plate	Multi-plate, wet	Multi-plate, wet
Primary Drive:	4.44:1	3.842:1, helical gear	3.58:1, helical gear
Transmission Ratios:			
1.	2.69 (39.2 overall)	3.17 (43.0 overall)	3.25 (43.0 overall)
2.	1.82 (26.5)	1.94 (26.3)	2.00 (26.5)
3.	1.40 (20.4)	1.38 (18.7)	1.43 (18.9)
4.	1.13 (16.5)	1.08 (14.7)	1.13 (15.0)
5.	0.96 (14.0)	0.92 (12.5)	0.96 (12.7)
Final Drive:	3.285:1, chain 14-tooth countershaft 46-tooth rear sprocket	3.53 ratio, 428 chain 13-tooth countershaft 46-tooth rear sprocket	Chain, 3.70 ratio 13-tooth countershaft 48-tooth rear sprocket
Air Filtration:	Oiled foam	Oiled foam	Oiled foam
Electrics:	Flywheel magneto, points	PEI (Pointless Electronic Ignition)	Flywheel magneto, points
Starting:	Primary kick	Primary kick	Primary kick
Lubrication:	Dry sump	Pre-mix, 20:1	Pre-mix
Recommended Fuel:	Premium	Premium	Premium
Recommended Oil:	Honda	Castrol R30, Golden Spectro, Bel Ray	Yamalube R, 20:1
Fuel Tank Capacity:	3.0 liters (0.8-gallon, 0.2 reserve)	5.3 liter (1.4-gallon)	4.3 liters (1.1 gallons)
Frame:	Mild Steel	Mild steel	Mild steel, double cradle
Suspension:			
Forks:	126mm (5.0-inch) travel	130mm (5.2-inch) fork travel; optional springs available	132mm (5.2-inch) travel, Yamaha
Shocks:	120mm (4.7-inch) rear wheel travel (12-inch)	80mm (3.2-inch) travel; optional 90mm travel gas/oil shocks available	85mm (3.4-inch) travel, Kayaba (gas/oil)
Wheels & Spokes:	Steel	Steel	Steel
Tires:			
Front:	2.50x16 Inoud (Tractor Grip Knobby (no rimlock)	2.50x16 Inoud Tractor Grip knobby	2.50x16 Inoud Tractor Grip knobby (no rimlock)
Rear:	3.00x14 Inoud Tractor Grip Knobby (one rimlock)	3.60x14 IRC Gripper	3.60x14 IRC Gripper knobby (one rimlock)
Dimensions:			
Wheelbase:	114.3cm (45.0 inches)	116.3cm (45.8 inches)	117.1cm (46.1 inches)
Swingarm length:	35.1cm (13.8 inches)	36.6cm (14.4 inches)	37.8cm (14.9 inches)
Ground clearance:	18.8cm (7.4 inches)	20.1cm (7.9 inches)	20.1cm (7.9 inches)
Bars, width:	71.1cm (28 inches)	71.1cm (28 inches)	73.7cm (29 inches)
height:	88.9cm (35 inches)	80.0cm (31.5 inches)	87.1cm (34.3 inches)
Pegs, height:	27.0cm (10.6 inches)	25.9cm (10.2 inches)	27.9cm (11 inches)
width:	48.3cm (19 inches)	43.9cm (17.3 inches)	43.9cm (17.3 inches)
Seat height:	72.5cm (28.5 inches)	67.3cm (26.5 inches)	69.6cm (27.4 inches)
Fork angle:	27.2 degrees rake; three-inch trail	28.3 degrees, 2.9 inches	27.5 degree rake, 3.15 inch trail
Weight:	67 kg (147.7 pounds) claimed; 65.8 kg (145 pounds) actual, ready for gas	62.0 kg (137 pounds) claimed; 62.0 kg (137 pounds) actual ready for gas	64.7 kg (143 pounds) claimed; 64.7 kg (143 pounds) actual, ready for gas
Brakes:			
Front:	7.75 square inch	N/A	Drum, diameter 89mm (3.5 inch)
Rear:	7.75 square inch	N/A	Drum, diameter 102mm (4.0 inch)
Instruments:	None	None	None
Lights:	No	None	None
Silencer:	Yes	Yes	Yes
Spark Arrestor:	Approved	Approved	Yes, approved, integral part of pipe
Warranty:	90 days, provided no alterations made	None	None



XR has approved spark arrestor, 3.00 x 14 INOUD Tractor Grip knobby. Pegs are spring loaded, folding, serrated. Side panels are held on with pop-out prongs. Air cleaner is serviced behind right panel, three bolts have to be removed to get to filter.



RM does not have spark arrestor, clamp and two springs secure silencer. Two Phillips bolts secure right side panel; one bolt holds left panel. Rear rubber is IRC Gripper, 3.60 x 14. Swingarm has chain protector mounted. Air cleaner is slide-out "toaster" reached under the seat. Stock shocks are oil. Optional shocks are gas, up damping stroke from 80 to 90, have different spring rates.



YZ has approved spark arrestor built in pipe. One bolt holds left side panel, two bolts secure right. Swingarm has protector pad to prevent chain wear. Pegs are folding, spring loaded, serrated. Shocks are Kayaba gassers.

John O'Mara. 15. Sponsored by Al Baker R & D. Number One 100 Expert in AME on an RM100.

Steve Schmitz. 14. Three-time Number One in AME 83cc Expert. Suzuki-supported, Steve did the riding for the RM80 ads for Suzuki.

A. J. Whiting. 13. Yamaha factory test rider. The NMA's Number One overall three years in a row, A.J. won the World Mini Grand Prix 83cc Modified and 105cc Modified events twice each.

Scott Wilder. 14. YZ-mounted. Supported by PK.

GOOD GNUS AND BAD GNUS

Some assorted comments from our testing crew:

"I'll take the YZ because it's bigger and it has the widest powerband. The Suzuki turned better, but the YZ has better suspension. The RM front end feels too soft. The YZ and RM are close in speed, the D model definitely seems faster than the C. The XR is a good, dependable bike. It handles good, it never bends and the front end is good. It steers fine, it's just down on power."

"The YZ is the fastest, but I'd pick the RM because it handles better. There's plenty of torque with the RM, even if it isn't quite as fast. The RM turns better than the YZ; so does the XR. The XR is too slow and feels heavy, but it handles OK. I want to get an RM, it just needs some work on the engine."

"The YZ is the best. It's faster than the C model, was the fastest test bike. The YZ had the best front end, the RM had the best back end. The XR probably is the best turner of the three. It's a lot better than the old one, but it needs shocks and power."

"They're real close, but I'd pick the RM. The D is faster than last year's and handles better too, but I think the RM handles and turns better for me. It has the best rear end. The YZ is faster though, and the forks are better. The XR isn't fast enough for racing, but otherwise it's a good bike."

"I'll take the YZ. It's faster, has the best suspension and best powerband. The RM turned better. They've improved the XR. It handles OK, it's just not fast enough. The D model Yamaha has better forks and is faster. One thing that hurts the RM is that it flattens out on top."

"The D model is quicker, handles better and has better suspension than the C model. I'd take the Yamaha, but it's very close. The XR is hurting in the shocks and power department for racing. It turns better than the other two, though. The RM had a better rear end than the YZ. I thought the YZ had the best powerband and forks. It's the fastest, too."

"The RM. It's the fastest, has the best suspension. The XR probably turns better than either of the other two."

WHAT IT ALL MEANS

Among our seven testers five were currently competing on YZs, two were on RMs. As it turned out, the RM riders preferred the RM, all but one of the YZ riders preferred the YZ. Almost all who preferred the YZ admitted that the RM was close, comparing the stock motorcycles.

We had the riders voice their preferences among several different categories. For what it's worth: Turning — a split between the RM and XR. Forks — decidedly in favor of the YZ. Shocks — the RM over the YZ. Fastest bike — all but one picked the YZ. Best powerband — split between the YZ and RM.

A NOTE OF CONCLUSIVITY

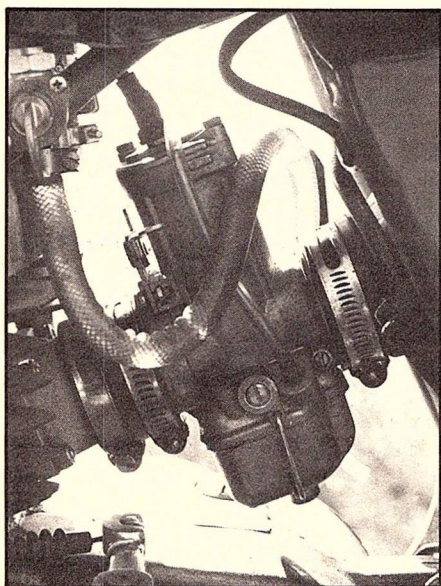
We tested stock motorcycles, using Expert class riders accustomed to heavily modified machinery, most of it built by Yamaha and modified by their sponsors. Several had ridden the XR in its heyday, two were quite familiar with the new Suzuki. After consulting with our testers, who voted 4-3 in favor of the Yamaha, and talking to others tuned into the mini world, we can come to some conclusions. Here they are:

The YZ D model has been improved for 1977. The dominant bike in the market, it is now better. Faster, better handling, more suspension travel and Kayaba gas/oil shocks. It is not considered a top turner. Accessories are readily

Continued on page 85

BULTACO

Salud, Amor y Pesetas



The octopus-mounted Bing carburetor proved simple to service and handled mixing chores efficiently.

Observant Bultaco aficionados may have begun to notice a few subtle changes radiating from the ever tasteful and clever, but occasionally slightly sleepy, Spanish company. After some middle-management shakeups at the American distributorship in late 1975 and the crippling dock and worker strikes which stretched through much of 1976, there is a new energy and drive to be seen in the Bultaco presentation.

Take for example the new poke-fun advertising campaign — mighty daring for the motorcycle industry. And, of course, done tastefully and well. The ads may be pushy but they bespeak quality.

Or take for example the hiring of Harry Everts to ride World Championship motocross. Harry helped develop the works Puch which he rode to the 1975 250 World Championship and those skills are obviously one of the primary reasons for his contract.

Or take for example our 1977 370 Frontera test bike. A completely revamped bike to better suit the demands of the rigorous Two and Six Day Trials circuit and the "trick" conscious American marketplace. The '77 Fronteras show far more changes than all the previous Fronteras combined.

UNDER THE DECALS

As has been the practice on previous Fronteras, the same chrome moly motocross frame as the Pursang model is used for the Frontera, but with a few mods. This is the latest frame with a more cantilevered shock arrangement and altered geometry. Grab handles have returned to the rear subframe and the wiring block has been moved behind the steering head for better weather protection. A slightly different frame is used on the 250 and it retains the centerstand. The 370, however, has only the left-side kickstand.

Front suspension on the 370 is the leading axle motocross fork. The 38mm tubes provide 240mm (over nine inches) of sliding surface while maintaining over 150mm (six inches)

of engagement for rigidity. Rear suspension is actually slightly different than current Pursangs. A lower shock mount, positioned as on the 1975 motocross frame, gives slightly more travel and a better swingarm pivot/shock absorber relationship. Travel is 210mm (eight-plus inches) from the 115mm (4.5-inch) travel Betor gas shocks. Damping has been redesigned, and two springs of different rates produce roughly a 90-140-pound progression.

Hubs are the same alloy, chrome-lined items used previously, and when laced to the latest green label Akront rims result in one of the lightest wheel combinations available. The backing plate on the rear hub is on the left side on the new frame and the brake is actuated from the right via a cable. Adjustment is handled just above the pedal where the cable first reaches the frame.

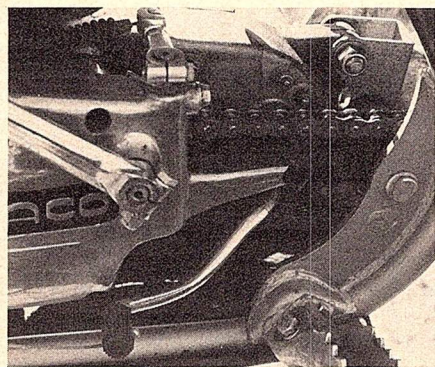
Each Frontera shipped to America comes partially naked. Upon reaching Virginia Beach the crates are opened and a Preston Petty "Mudder" front, an "IT" rear and a headlight/number plate are dropped in. Gone in one swoop are years of fender gripes. The 370 comes with the Pursang saddle and a tank of new design to clear the flat triple clamps. The tank is much narrower than previous Frontera tanks and has a slightly enlarged toolbox atop it.

A full-width forward motor mount on the new chassis anchors the motor more firmly and reduces vibration to an unnoticeable level on the trail. The motor has the new Pursang head design with gasket and the same ports as on the Pursang. A Femsa magneto provides spark and power comes off the right side through a double-row Joresa primary chain. Various flywheel weights can be substituted on the crankshaft to attain response suitable to the rider's ability. Stock is the heaviest available and softens the Frontera's strong urge significantly.

Larger-diameter wire clutch springs handle the 370's clutch better and longer. Our test bike showed

by the Staff of DIRT BIKE

370 FRONTERA



Hooray, a real, bona fide, solid-shifting lever.

MARCH 1977

no signs of slip and disengaged well enough to allow shifting to neutral at a dead stop. In certain very slow, difficult sections the clutch will be used by most riders to compensate for new transmission ratios. The entire latest model Pursang gearbox is found in the new 370 Frontera. This is a close ratio unit with a new drag ring to eliminate overshifting. Because of the 370's exceptional pulling power and strong clutch, the close ratio is little disadvantage in rough sections compared to the wide ratio. But once into second gear it is

a significant advantage. On a trail section through tight woods, the close ratio box provides stronger acceleration and more margin for gear selection error. Obviously, in a wide-open special test the CR box provides much better performance.

BUL SHIFTING

Finally a good shift lever shifts the gearbox. For the first time since left-side shifting came to be, good shifting can be had on the left. A steel lever provides direct feel and, with the shifting drum changes, provides the best left-side shifting Bul yet.

A Bing carburetor has replaced the square Amal for 1977. This, like the CR gearbox and so many other features of the new bike, is a result of communication between Bultaco team riders and the Spanish engineers. Though the Amal carbureted quite well, it presented certain problems for the endurance rider. Its small passages tended to plug with dirt and removal of the float for cleaning was a time-consuming procedure. The Spanish license Bing has larger passages and the float bowl comes off with the flick of a clip.

Because of U.S. noise regulations the exhaust system is roughly the same bulbous affair as on previous machines. Still, because of the new carburetor, decibels have risen to 90 dbA. In California, New England and other strict areas Fronteras will be delivered with a DiscoJet silencer kit to get below 86 dbA. Also, the '77 model has a new method of securing the silencing cone to the pipe. The old through-bolt provided occasional problems and has been replaced by four 6mm bolts. A new, lighter by about 500 percent, bash plate also protects more of the pipe in the rear.

Miscellaneous detail changes include a new speedo mount which works with the four bolt bar clamps. The speedo hides just below the cross-brace and dead center. Inside the air box is a little battery box. Wiring is included for adding a rectifier to go the complete street-legal route. Many Frontera owners

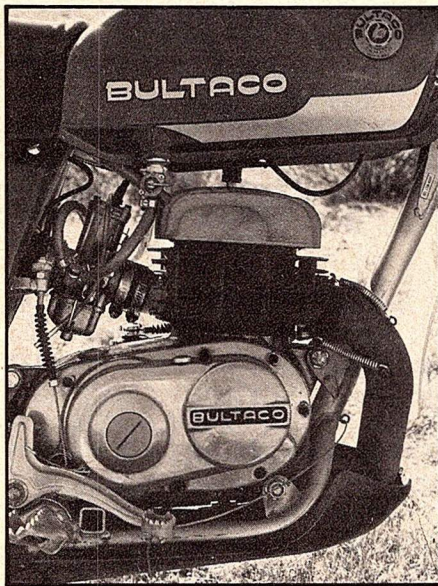
will be happy to know that there is no bolt under the front of the seat; it hooks in place.

TAKING THE BUL BY THE BARS

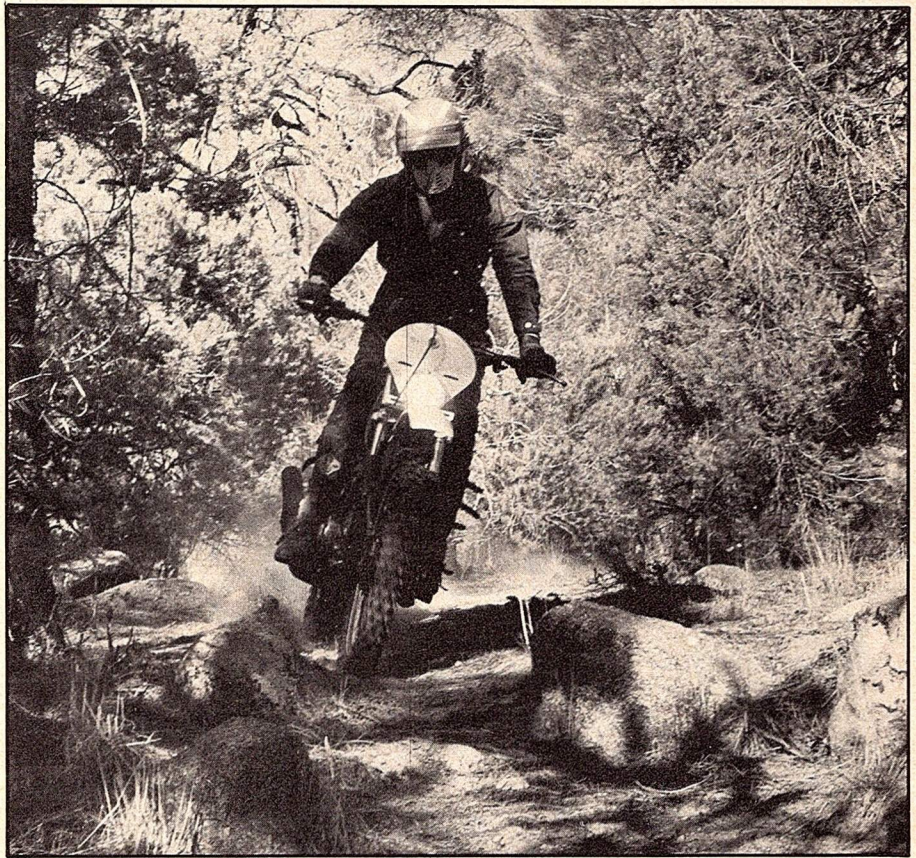
In this, the third year of its existence, the Frontera has become more the hybrid than ever. Though the production of any motorcycle involves countless hours of devotion from many people, the Frontera was and still is the brainchild of one particular person. What you see is a concept for cross-country riding to suit one of the top cross-country riders in America — Mike Hannon. It is the result of superb interpretation on the part of Spanish engineers to suit Mike in particular and his

bring the wheel up immediately in the first four gears and in fifth with slight prodding. Because of the surfaces we have in California we changed tires immediately from the stock Pirellis. While the Pirellis will get by in muddy eastern climes, they just don't provide the security that our Metzeler rear and Trelleborg front do. With a 4.50 Metzeler on the rear the Frontera tends to loft objects up to softball diameter directly in front of following buddies. It takes an hour or two to master the throttle control necessary to be a courteous riding partner.

One particular part of the Frontera drew raves from everyone who rode it: the forks. Skeptics that



The 370 Frontera engine's ample slogging power, coupled with a close ratio gearbox, make this the quickest Bultaco through the woods yet. Brush cables are stock.



Bultaco teammates, Charles Bethards and Ben Bower. The result is a production bike which is virtually identical to the machines they and their Spanish and English teammates rode at the Austrian ISDT.

As the nature of the ISDT, the Qualifiers and national enduros has changed more and more toward speed, so has the Frontera changed. The '77 bike is significantly different to ride than previous models.

Because of subtle motor improvements and the CR gearbox the 370 is more potent in any situation. If and when there is traction, a fistful will

we are, there was some doubt whether these "trick" leading axle jobs would actually be all that great. They are. Their performance is equal to, if not better than, any fork available. They prattle over stutter-bumps without notice, slide over the top of melon-size rocks and gently absorb ditches through their full travel. Not only that, but the fork springs haven't sacked out yet. Probably will sooner or later, but certainly an improvement.

Though in this day and age most top competitors have some personal preference in shock absorbers, the

stock Betor units work quite acceptably. The only situations which would fluster them were bumpy uphill taken at speed and rock beds ridden at the potential of the front forks.

That potential is exceptionally high, not only because the forks ease through the jolts so well, but also because the steering is even more accurate than previous Fronteras. The front wheel goes exactly where the rider looks and will accomplish sudden and radical changes of direction with ease.

Given the proper impulses from the pilot, the 1977 chassis will turn more quickly and tightly than the older chassis, which was relatively quick. The effect works across a broad range of conditions, from tight, narrow woods to sweeping fireroads. But, of course, there's a little price to pay. Through deep sand the front wheel becomes somewhat indefinite, searching for a happy groove to lean into. The bars wag slowly in the rider's hands until power is applied in an amount which will drive the front against the sand and build a proper berm.

Strangely enough, despite the quick turning, there is no general straight-line instability that we could detect. If there is any difference between this and the previous Frontera chassis, tracking has actually been improved. What you get in the '77 frame is enough stability and precise, sharp turning. All of this will make some small amount of

difference to the Novice rider — nothing a Novice can't handle — but will not be used to its fullest advantage by anyone but the Expert. What it does do to the Novice is push a search for improvement. The potential is so apparent that it urges a rider to become better.

Elsewhere, the brakes work like Bultaco brakes. Powerful enough but requiring more lever pressure than your average Japanese brake. Bultaco prefers to use less mechanical advantage to provide more feel. Consequently, Bul riders seldom make mistakes overusing the brakes.

The chain gets an adjustment after the first ride and stays fine for a long while with proper lubing. Adjustment happens with the loosening of the axle and backing plate brace and a nudge on the notched and numbered snail cam adjusters. Bultaco's chain tensioner is as good as any accessory it would be replaced with.

No dings in the rims after numerous rock rides, but a few loose spokes the first time out. Stock jetting is spot-on once the motor loosens. For the first 100 miles we dropped the needle a notch. Stock bars, grips and controls are all acceptable. Ah, but the seat. Some may claim, and rightfully so, that magazine types make more hay over motorcycle seats 'cause they use them so much. Nevertheless, our desk-chair-oriented buns found the Bul seat a might firm for long-term visitations.

PENNY FOR PONY

Strictly speaking, the 370 Frontera has two competitors, the Penton/KTM 400 and the Husqvarna WR360 or 390. Though the Rokon RT340 is an enduro competitor it falls into the 350 class for Two Day Trials.

With a price tag of \$1600 the Frontera cuts at least \$200 under its closest competitor. Though the tires will likely be replaced by many riders, the Frontera comes with Preston Petty equipment, a speedo and a toolbox which neither of the others come from the crate with. Costwise they are roughly equivalently well equipped.

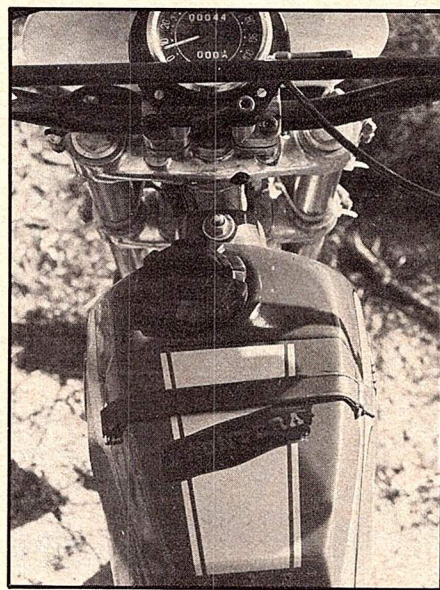
In the power/acceleration game the Penton/KTM may hold a numbers advantage over both, while the Bul and the Husky have

easier-to-handle power curves. We have no experience with a 390 WR and could only guess its power abilities. A modest guess would place the Bul and Husky in similar positions.

Gears: The Frontera is down one. Performance suffers little, but the Bul cannot achieve the flexibility that the Husky and KTM do. With good trail gearing top speed is limited to a little over 70 mph.

Suspension components? Handling? No one is better than the other — just slightly different. Different approaches suit different riding styles.

About all that can be fairly said about the big three cross-country machines is that one costs a bunch less. It's the Bul.



The gas tank tool bag is back, bigger and better than before.

Because the new shock configuration absorbed some of the rear portions of the old air box, space was made up for by enlarging the sides. The sidecovers are not so wide as to be uncomfortable in the least, just wide enough to be rubbed ugly by the rider's boots in a big hurry.

Other notes: dual main bearings on the right side of the crank. The elaborate banjo fitting with hoses and clamps on right side of the Bing is an impressive snarl. Some automotive fuel line and no clamps should work fine. Oil now drains from the lowermost Allen screw on the primary case, providing more complete draining. The plastic chainguard still cracks and falls off after a few hundred miles.

LOOK 'EM STRAIGHT IN THE EYE

Time was when people could claim that Bultacos were great once you got them sorted. There were the steel fenders, the soft rims and so forth. All that's left in 1977 is the Pirellis. One last complaint. Now Bultaco has a product which is unmatched from the crate for enduro/two-day readiness. It's fast and it handles. It has suspension. For the doubters, Bultaco backs up their pride in their product with a 60-day warranty on the entire motorcycle. Each owner gets an engraved plastic card in the mail saying so.

Among riders looking for a high-performance enduro/two-day machine, the '77 Fronteras should produce a few converts. Unfortunately, they'll have to grab fast because the '77 Frontera is destined for a relatively small production run. The strikes made for a late start and the factory is gearing toward a



BULTACO 370 FRONTERA

Price (approx. retail, West Coast):	\$1600
Engine	Single-cylinder, two-stroke
Displacement	363.2cc
Bore & Stroke	85mmx64mm
Compression Ratio	9:1
Carburetor	Bing, 36mm
Standard Jetting:	
Needle: #1, center, needle jet:	280,
main jet:	185, pilot: 40
Horsepower	33.15 at 7000 claimed
Clutch	Multi-plate, steel, wet
Primary Drive	Chain, 2.37:1
Transmission Ratios:	
1.	2.65
2.	1.95
3.	1.49
4.	1.20
5.	1.00
Final Drive	3.23:1
13-tooth countershaft	
42-tooth rear sprocket	
Air Filtration	Oiled foam
Electrics	FEMSA magneto
Lubrication	Pre-mix, 25:1
Recommended Fuel	Premium
Recommended Oil	N/A
Fuel Tank Capacity:	
2.8 gallons (10.5 liters)	
Frame	Chrome moly, single downtube
Suspension:	
Front: 240mm (9.5-inch) travel, leading axle fork	
Rear: 210mm (8.3-inch) travel, gas shock	
Starting	Not primary
Wheels & Spokes:	
Akront, green label, six-gauge spokes	
Tires:	
Pirelli Motocross, 3.00x21 and 4.50x18	
Dimensions:	
Wheelbase:	55.3-56.8 inches (1405mm)
Swingarm length	N/A
Ground Clearance	12.6 inches (320mm)
Bars, height	44.0 inches (1.150m)
width	32.5 inches (825mm)
Pegs, height	15.0 inches (380mm)
width	18.0 inches (460mm)
Seat height	35.0 inches (890mm)
Fork angle	N/A
Weight	106.5 kg (237 pounds)
Distribution: Front 43.5; Rear 56.5	
Brakes:	
Front: Conical, alloy, cable	
Rear: Conical, alloy, cable	
Instruments	VDO speedo
Lights	6V, Preston Petty
Silencer	Integral
Spark Arrestor	Forestry-approved
Db AMA	N/A
Db CHP	90 dbA
Warranty	60-day unconditional
Parts Prices:	
Piston assembly	\$48.72
Rings alone	\$.90 each
Clutch cable	\$6.68
Brake pedal	\$6.68

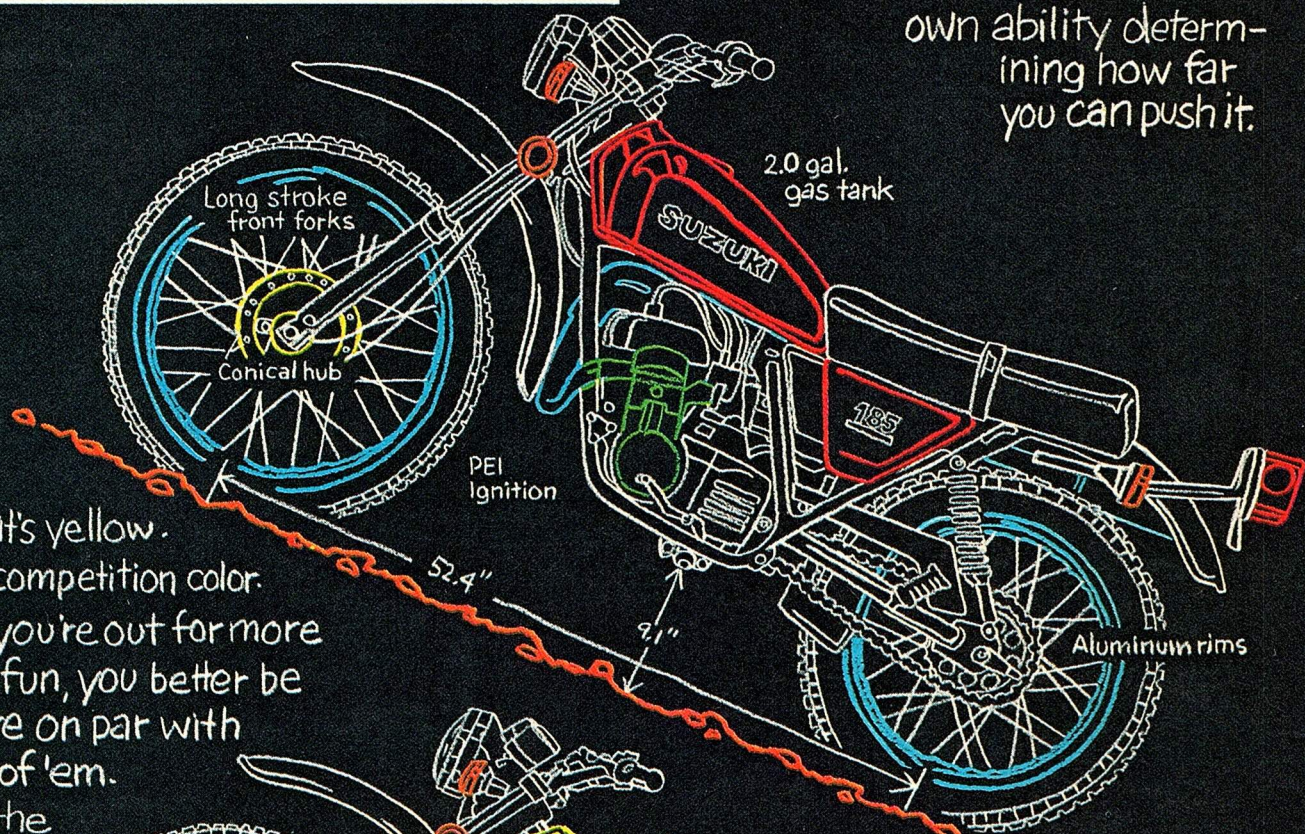
big 1978 happening. What surprises lie therein we dare not say. Suffice it to say that some big changes are in store for the motocross line in particular. Right now Bultaco is building Fronteras and thinking, waiting for you to become a caballero bravo.



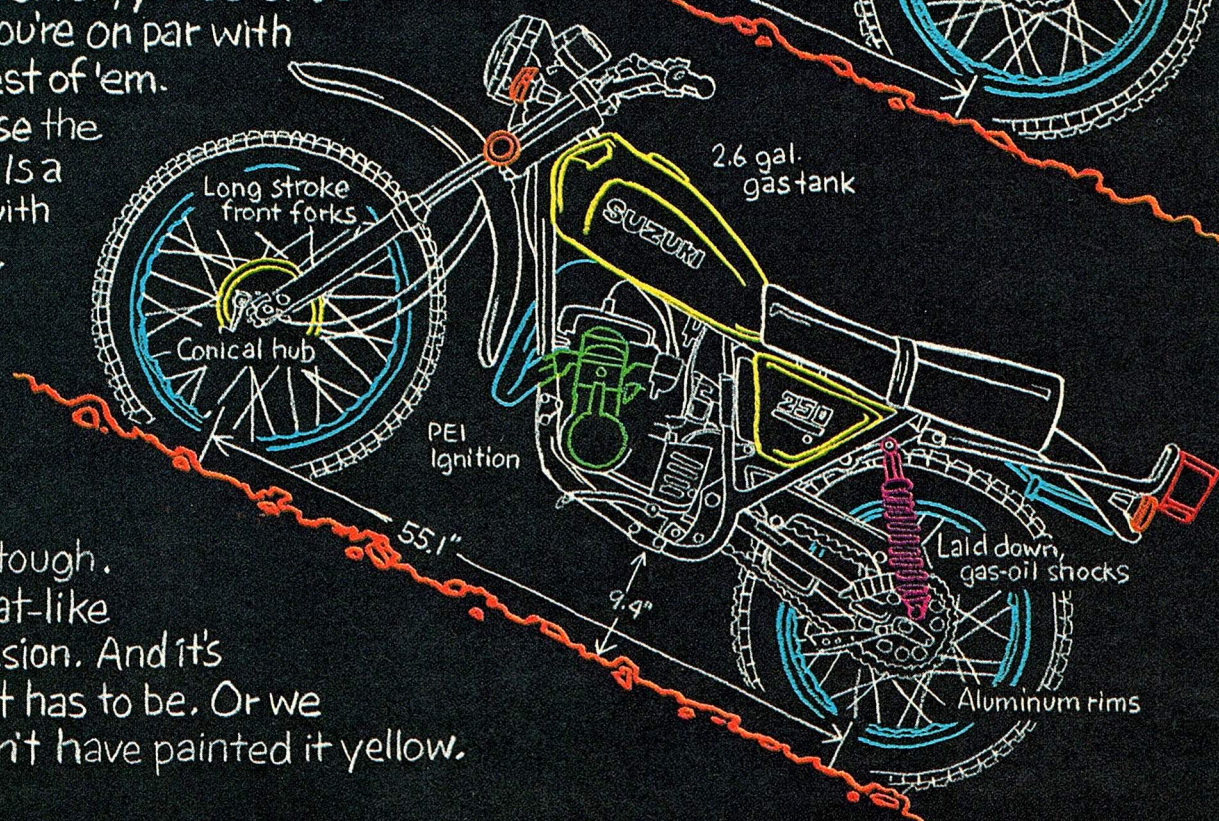
THE ROMPING-STOMPING ALL NEW TS185 & TS250



TS185: If you're ready for some real fun, for challenging the trails and streets like the champs, Suzuki's all new TS185 is for you. It's powerful yet light and nimble. And it'll haul you over tar, through mud, and rutted trails with nothing but your own ability determining how far you can push it.



TS250:
Of course it's yellow.
That's our competition color.
So, when you're out for more than just fun, you better be sure you're on par with the best of 'em.
Because the TS250 is a Moto with lights.

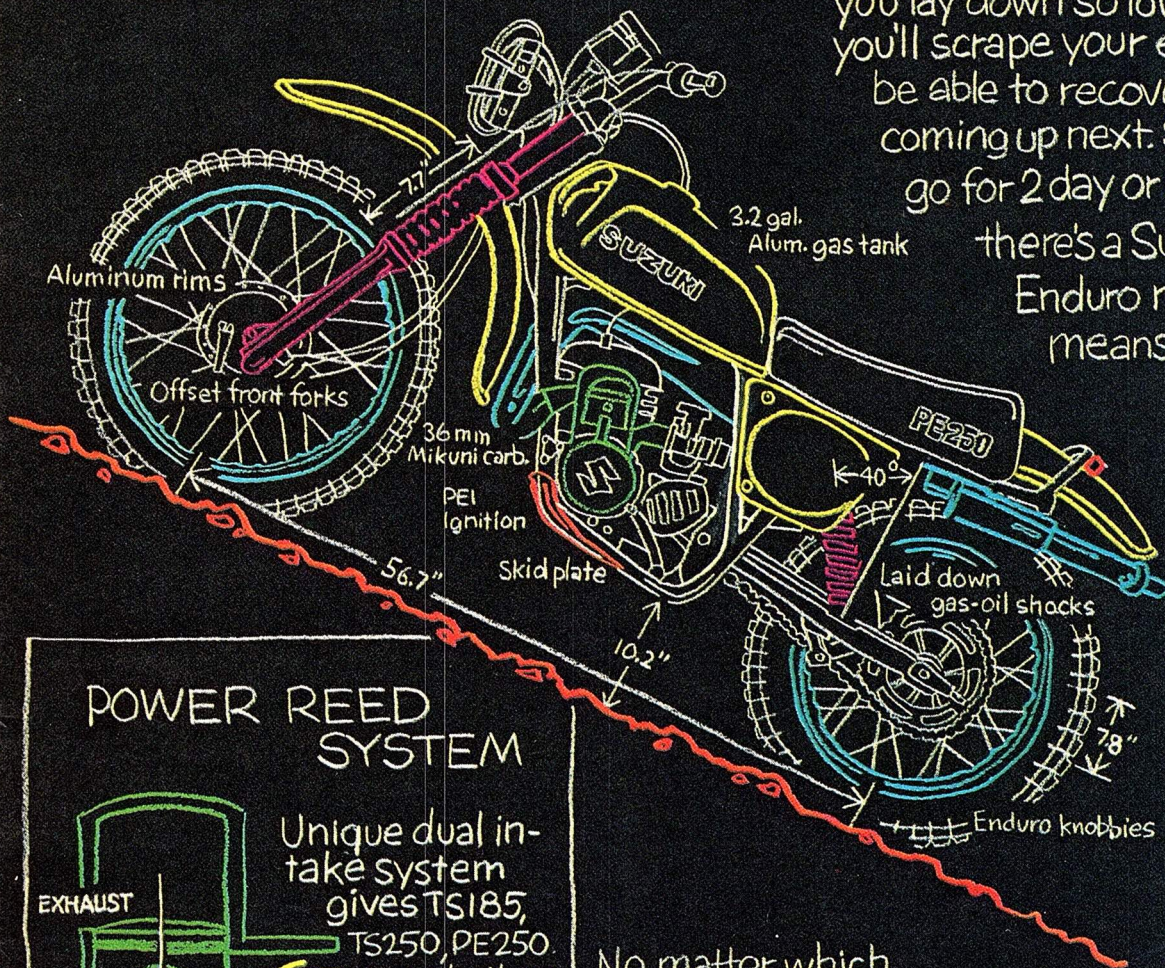


Agile.
Super tough.
With cat-like suspension. And it's fast. It has to be. Or we wouldn't have painted it yellow.

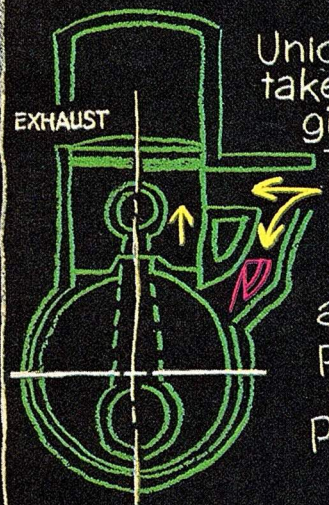
THE THOROUGHbred: SUZUKI'S ALL OUT COMPETITION ENDURO. THE PE250



PE250: A pure Enduro. Vibrant Suzuki yellow. For a pure racer. That'll sneer at competition. With a top end that'll stand your hair on end—Low end torque that'll dare you to hang on. And if you're really a pro, the suspension will let you lay down so low in the corners you'll scrape your elbows—and still be able to recover for whatever's coming up next. So whether you go for 2 day or 6 day trials, now there's a Suzuki pure bred Enduro racer. And that means just one thing. If you're rider enough, you'll win.



POWER REED SYSTEM



Unique dual intake system gives TS185, TS250, PE250 more bottom and mid-range torque and maximum power throughout entire power band.

No matter which Suzuki On/Off road bike you get: the big bore TS400, the Dual-Range Trans. TC's, the all terrain RV90, the all new PE250, or anything in between, you'll be riding the best. And that's something the other guys will have to worry about.

The PE250 Enduro is intended for competition use only. It is not intended for street use.

FORGET YOUR TROUBLES. GET ON SUZUKI.



POCKET-COM TRANSCIVERS



If you get your ears on, where will you put your helmet?

Despite the standards of BS and decadence normally associated with Citizen's Band radios, there are, in fact, a number of perfectly practical uses for the handle handlers. Take our own dirt riding, for example:

How often have you become separated from the other members of your trail riding group, only to find out an hour or so later that you were a few hundred yards away?

Have you ever wanted to maintain communications between pits and a point along the course at a race?

Or for that matter a communications system between checks at an enduro or trial?

Which brings up another use, one we might just explore a little more in the future. How about cheating in enduros? Think of it. Send out a

rabbit rider with a CB to report on the mileage of checks and any abnormal conditions along the course. Then the three team riders pull in easily with knowledge of what is coming.

But, you ask, how is a dirt bike rider going to carry a CB? Simple, you just get yourself a couple of these Pocket-Com Transceivers. The antenna telescopes in to form a package just about like a 150mm pack of cigarettes. Each unit sends and receives and has a call buzzer incorporated.

Data Magnetics Corporation supplied the units that we tried out for the DIRT BIKE staff's meanderings. They are basically 100-milliwatt walkie-talkies that operate on CB channel 14. An additional channel can be added with materials available from Data Magnetics.

Each one weighs less than a

pound and is hardly noticeable in a riding jacket pocket. We found that range varied from about a half-mile in deep woods to up to three miles in open country. Range for receiving is significantly higher than broadcast, and in one instance we actually picked up someone's signal from nearly 15 miles away, with a fair-sized mountain in between.

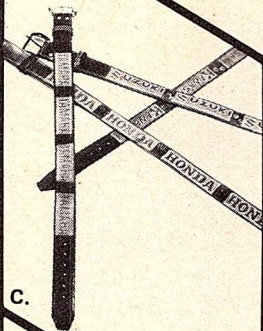
You may have noticed a flood of advertisements for pocket-sized channel 14 CB units of late. This is because the FCC is soon to ban their sale and a number of companies stand to be stuck with large stocks. Prices are representatively low, in the under-\$40 range for a pair. Batteries are inexpensive and we have yet to wear out ours. At bargain basement prices you might consider picking up a pair from Data Magnetics, 355 Maple, Torrance, California 90503. ☉



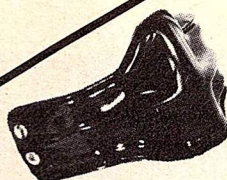
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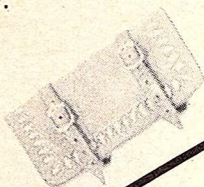
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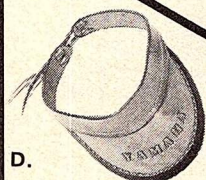
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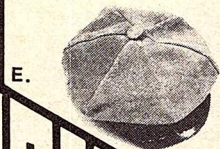
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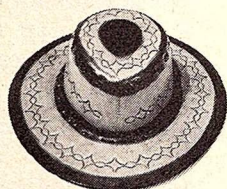
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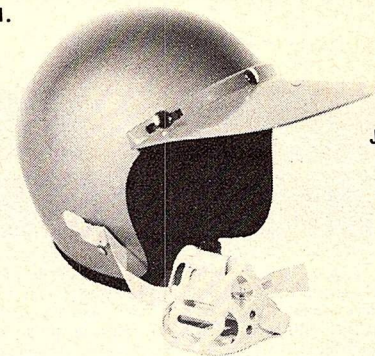
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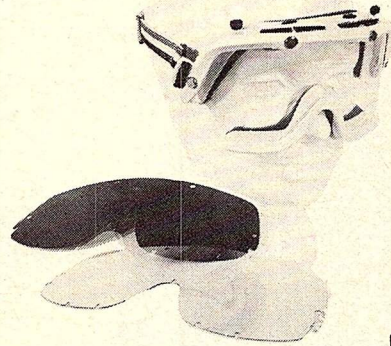


H.



J.

K.



L.

Add \$.50 for shipping.
over \$25.00 we pay shipping

ENCLOSED IS Check ☐ Money Order ☐

for total \$

NAME

STREET

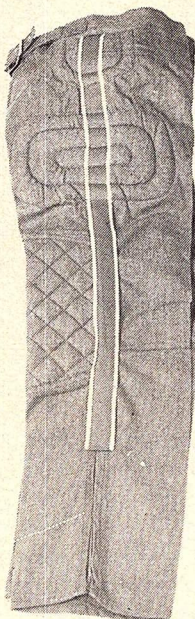
CITY

STATE ZIP

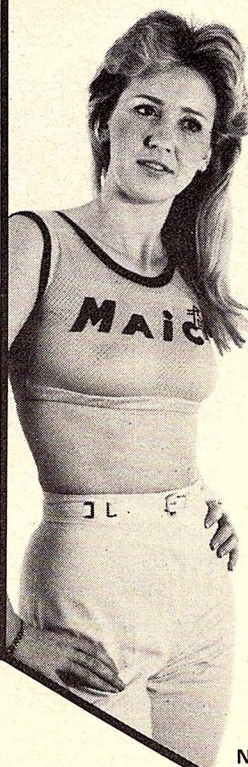
RIDER WEAR

indicate	<input type="checkbox"/> A. Size	
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size,	<input type="checkbox"/> C. Size	Logo
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color,	<input type="checkbox"/> E. Size	Logo
	<input type="checkbox"/> F.	
logo	<input type="checkbox"/> G. Logo	
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where	<input type="checkbox"/> I. Size	Color
	<input type="checkbox"/> J. Color	
	<input type="checkbox"/> K.	
	<input type="checkbox"/> L.	
needed	<input type="checkbox"/> M. Size	
	<input type="checkbox"/> N. Size	Logo Color
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A. CHAPELLE MX GLOVES - Durable soft calfskin leather, all nylon outside stitching, soft cushioning neoprene backing, elastic wrist, double stitched piece of leather added to thumb joint to increase life & comfort. Sm, Med, Lg, Xlg. \$8.95
B. RIDER WEAR GLOVE - Combination inside and outside sewn for lasting durability, high quality calf skin. Adjustable wrist band and elastic on back of wrist to secure tight fit, nylon stitched durable neoprene backing, no palm seams to cause blistering. Sm, Med, Lg, Xlg. \$8.95
C. BELTS - The finest saddle leather available, joined by saddle stitching, sizes 28 - 38 \$5.95
D. VISOR - Made from tough saddle leather, hand tooled and hand stained. One size fits all. Available with Japanese logos & Harley logo or with a hand painted brim \$3.95
E. STROKER - Soft leather top and a saddle leather brim, hand tooled and hand stained in an antique finish. Available with Japanese bike logos & Harley logo. Sm, Med, Lg, Xlg. \$7.95
F. MX FACE GUARD - Comfortable protection from flying rocks, mud or tree branches when Enduro riding. Tough unbreakable plastic comes complete for installation \$4.95
G. LEATHER TOOL BAG - Made from tough saddle leather hand saddle stitching for durability, no rivets. Bag is easy to mount on bike handlebars, downtubes, wherever \$8.95
H. WINCHESTER HAT - Made from the best saddle leather available. This hat is made entirely by hand. It is hand stitched, handsomely hand tooled, hand laced and hand stained in antique finish. Made to last a lifetime. Sm, Med, Lg, Xlg. \$8.95
I. RIDER WEAR HELMET - Hand-laminated fiberglass carries all approvals for street or professional competition. Available in magnunt silver, white and competition orange. Sm, Med, Lg, & Xlg. \$19.95
J. DUCK BILLS - Quality plastic, with adjustable snaps to fit helmet. Available in black, white and orange \$1.60
K. MOUTH GUARDS - Quality plastic, comes with snaps and fastening kit \$3.95
L. MX GOGGLES - This corer copy has all the features at less than half the cost. Adjustable top vents, soft foam to face, tri color adjustable strap, bottom exhaust for no fog \$4.95
M. LIGHT WEIGHT MOTOCROSS DENIMS - Inside sewn, padding zipper leg, built in belt and buckle, colorful two tone racing stripe. Kids' waist sizes are 22 - 24 - 26 \$16.95
Adults 28 - 38 even \$18.95
N. HALTER RACING JERSEY - American made nylon vented halter top. Standard bike logos available. Elastic bottom to secure perfect fit. Available in color combination red/white, green/white, blue/white, gold/white and black/gold. Size Sm, Med & Lg Xlg. \$4.95
O. RACING JERSEY - Nylon vented with double reinforced elbows. All Standard bike logos. Available in color combinations red/white, blue/white, green/white, gold/white, blue/gold, silver/black, black/gold. Sizes Sm, Med, Lg & Xlg. \$9.95



M.



N.



O.

DEALER INQUIRIES
INVITED



PO BOX 484 LAREDO TEXAS 78040 512 722 5652

NEW PRODUCTS

If you spot something here that tickles your fancy and you decide to order or maybe just send for more info, be sure to mention that you saw it in DIRT BIKE Magazine. We already know that they exist. Laying your and our name on them lets them know that we too have weight and take up space. And, equally important, it tells them that you are a loyal reader of the MIGHTY DB, and proud of it.



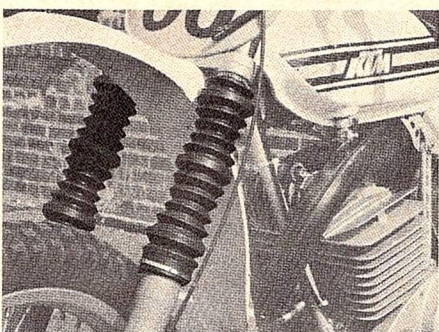
MARTY SMITH REPLICA LEATHERS

They weigh in at less than two and a half pounds — yet they are extremely rugged and long wearing. These superbly designed leathers afford maximum protection with shin, knee and hip pads with knee cups. And, there's double-thick leather inside the knee where the tank is gripped for greater holding power with a minimum of wear. The Marty Smith numbers are red with a wide blue stripe and bold white letters. Each pair carries Marty's signature as well as the Hallman brand, ensuring Swedish quality throughout. Send \$1.00 for their catalog. Torsten Hallman Racing, 1490 Fayette St., El Cajon, California; (714) 449-6712, or 440 Belden Ave., Addison, Illinois 60101; (321) 543-5247, or 9147 Red Branch Rd., Columbia, Maryland 21045; (301) 992-9595.



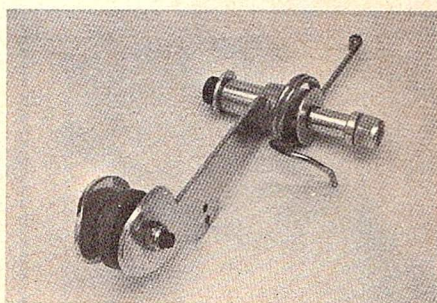
BULTANKO LARGE-CAPACITY TACO

This high-impact plastic unit holds an honest 3.5 gallons and retains the new Bultaco styling and mounting method. Comes complete with leakproof aluminum cap, all mounting hardware and a one-year warranty against defects. Uses stock petcocks and fits all Pursangs and Frontera models '71 through '76. Red or blue, other colors on request. \$59.95 or send ten cents for a brochure to: Flash Plastics, 425 29th St., Hermosa Beach, California 90254, or check with your dealer.



BOOTS FOR YOUR LEGS

Check the features on these beauties. No pack-up on full compression. No resistance to fork movement. Small convolutions will compress inside larger convolutions. Each boot under 3.5 ounces without sacrificing strength. A blend of ozo and natural rubber for long life, oil resistance, 300-percent elongation, abrasion resistance and live action. Fits all popular MX and enduro machines. \$10.95 per pair in red or black. Sundance, 1900 S. Van Ness Ave., Fresno, California 93721; (209) 442-1327.

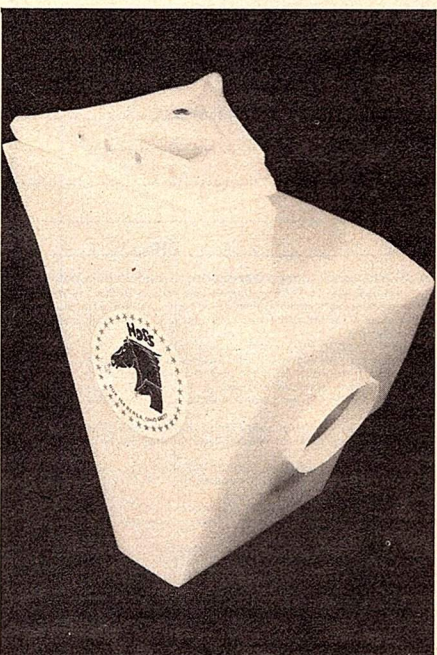


TIGHTEN UP!

Trik Products offers this chain tensioner which was developed, believe it or not, in the oil drilling industry.

They claim long life and a great resistance to friction wear, along with ease of mounting. In fact, so sure are the folks at Trik that they have a superior product that they challenge any other chain tensioner manufacturer to compare their products on a one-to-one basis.

Look for a DIRT BIKE evaluation soon; in the meantime, write Trik Products, 1924 East Edinger, Santa Ana, California 92705.



REVERSED BREATHER HOLES

This is a uniquely designed air filter system for Suzuki RM250 and 370s from Hoss Industries. The air comes into the box at the top and is filtered as it enters the air box through the filter. This is unlike the present system of filtering the air before it enters the carb. It comes complete with a Hoss two-stage reverse air filter element and is guaranteed against breakage. Send \$1.00 for their catalog. Hoss Industries, P.O. Box 154, Berea, Ohio 44017.



IT'S NEW TO US

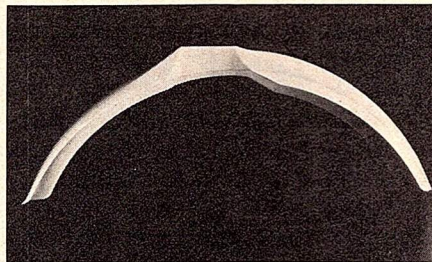
Here's some hot new injection protection that's especially recommended for the Honda Express (NC50), MT125 and MT250. Honda Two-Stroke Injector Oil meets the rigid standards and testing procedures set down by Honda Engineering. It's a special blend of base oils and additives specifically formulated for use in all Honda injector applications. Available now at your Honda dealer's for \$1.25 per quart.



WHAT WOULD WE DO WITHOUT SPRINGS

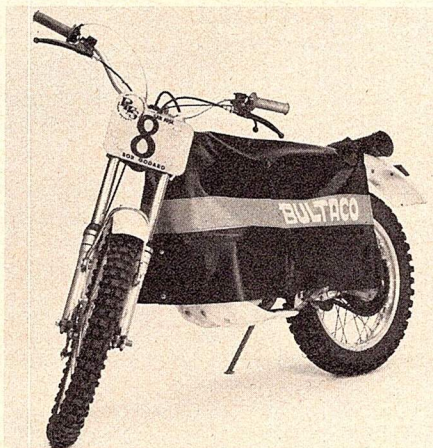
Here's the spring-loaded self-closing gas can from Flanders. No way can it be left open. There's even an approved filter in the neck to keep unwanted sparks or parts out. An optional attachable funnel makes

it an easy job to fill by your bike tank without "dribbling" on the paint. Comes in 2½- or 5-gallon sizes. Flanders Co., P.O. Box 2297d, Pasadena, California 91105; (213) 681-2581.



PRESTON PERFECTION

No longer do you have to ride through dirt or mud thrown up by your front tire. Preston Petty's new MX Front Fender significantly reduces that problem with flaps designed into the fender's outer edges that throw dirt and mud off to the side, at a greater angle, keeping it off the tire's centerline. Also, there's a flair at the trailing edge designed to keep the fender free of the whirling knobs. MX Front is a universal front fender, designed with an integral mounting bracket to fit all off-road bikes. Available in all standard Petty colors with the same product warranty as all Petty fenders. It's \$9 at your dealer or write to P.P. Products, P.O. Box 89, 403 N. Main St., Newberg, Oregon 97132, or call (503) 538-9457 and ask for Chet.



A TOUCH OF CLASS?

How about a strong vinyl cover to protect your engine, tank and seat from dirt and the elements? They are available with popular brand names and team colors, snap-down front and an elastic tie rear. From Rocky Cycle Co., 1250 Elko Dr., Sunnyvale, California 94086; (408) 734-3750.

No.36

DG
PERFORMANCE
SPECIALTIES INC.

1977 BOOK OF TRICKS \$2.00, ORDER YOURS TODAY!

New Generation Swing Arm **\$135***

7½ to 9" TRAVEL

all aluminum

Manufactured by DG for 1977.

fully guaranteed for 6 months.

73-77 Honda CR125
75-77 Suzuki RM, RMA, RMB125
Spring-Loaded Tensioner and Bronze Bushings Included.

Also 76-77 Suzuki 250A, 250B, 370
Spring-Loaded Tensioner Included

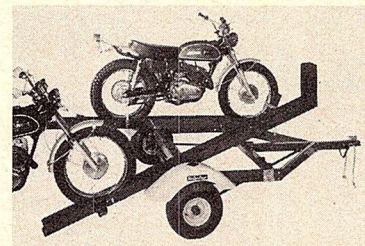
* \$5.00 extra for gold anodized.
Specify 13.4 or 15" shocks and Honda or Suzuki when ordering.

**5552 La Palma Avenue East
Anaheim, California 92806
714/996-4430**

1977 BOOK OF TRICKS \$2.00, ORDER YOURS TODAY!

Circle Number 16 on page 88

TAKE TWO FOR THE ROAD WITH A *Holsclaw* TRAILER



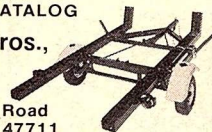
Hook up a Holsclaw and tow a pair of bikes or scooters anywhere you can take your car.

Just tilt the runners, roll on your two-wheelers and chain 'em down. Coil springs with double-acting shocks—like those that have gone millions of trouble-free miles on famous Holsclaw boat trailers. Two models to choose from.

WRITE FOR
ILLUSTRATED CATALOG

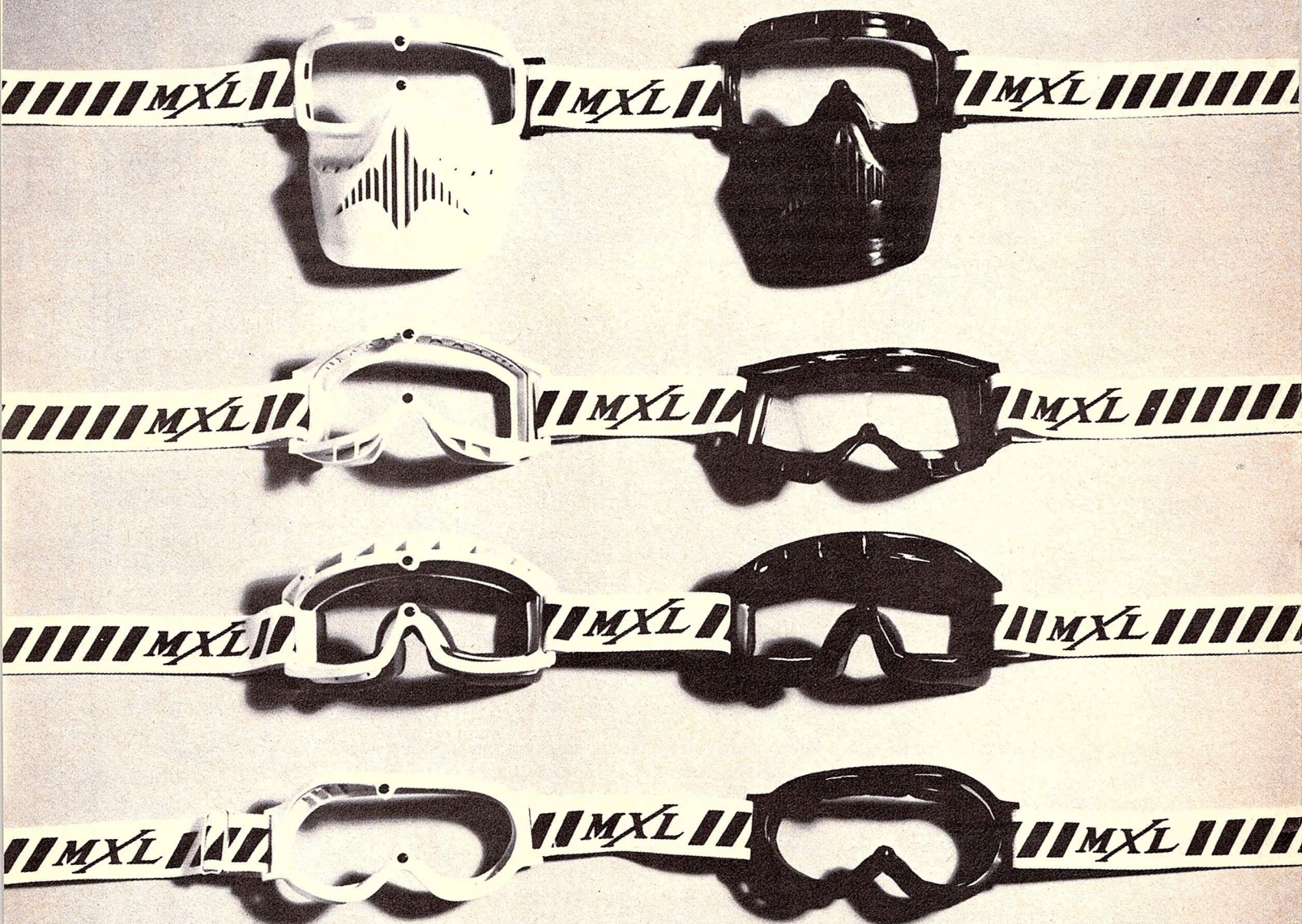
**Holsclaw Bros.,
Inc.**

412 N. Willow Road
Evansville, Ind. 47711



Circle Number 17 on page 88

TEAM MXL™ 1977



National Hydron introduces it's team of dirt goggles for 1977.

First off the line is UNI-RACER™, the full face goggle with ram-air ventilation and a shatter proof frame.

Next is the STAR™ designed to compete with the best selling goggles. The STAR features low level ventilation and has a lens that won't cut the frame. Probably the most comfortable goggle you'll ever wear.

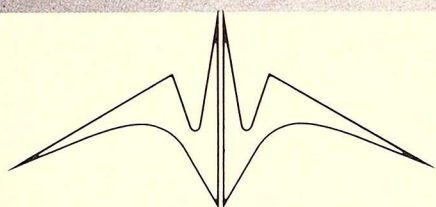
Here again is last season's winner, the SNAPPER™. Designed for the motorcyclist, SNAPPER will fit most every helmet and over most glasses.

And now we have the Model 70, designed for the guy who is sorta low on cash, but wants the advantages of the more expensive models. Ideal for juniors and ladies.

The entire dirt team is available with either an MXL™ treated scratch resistant lens or a Hydron® treated anti-fog lens.

All models come in either black or white, with wide adjustable straps, and all have pop-proof lenses. Replacement lenses come in clear, yellow, smoke and polarized. You can get tear-offs also.

So, look for National Hydron's dirt team for 1977 at your local dealer.



National Hydron Incorporated

a national patent company

1633 Rothsville Road
Rothsville, PA 17573

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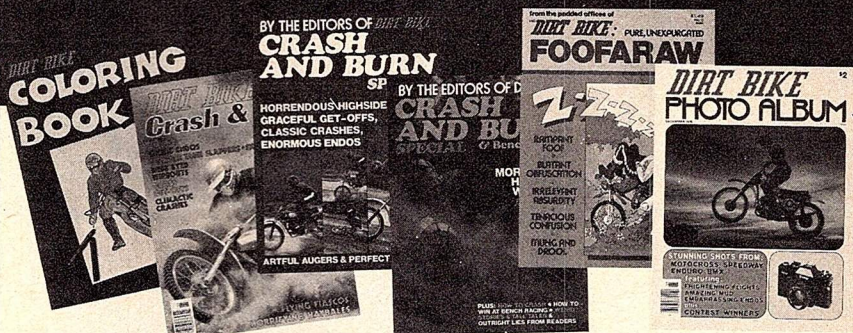
Continued from page 14

availability of what few remaining areas, if any, we have close to our homes. There are meetings frequently at the city and county, as well as at the state, levels regarding land usage, and the environmentalists are not going to help us any. I know it takes time to attend some of these meetings or even to write letters, but if you look at it in the total analysis, it's a small percentage of the time that would be required to drive a greater distance to be able to ride your motorcycle. A stitch in time saves nine.

One thing many of the politicians, from the city level on up, respond to is the voting power of the people in the community. By staying aware of some of this legislation, a lot of the motorcycle dealers can help inform their customers of coming bills. You can write a letter; it doesn't take long and it may help to save some riding areas.

That's the cheerful note for this month, folks. Next month I'll resume my activity of trying to answer a few questions. In the meantime, happy wheelies.

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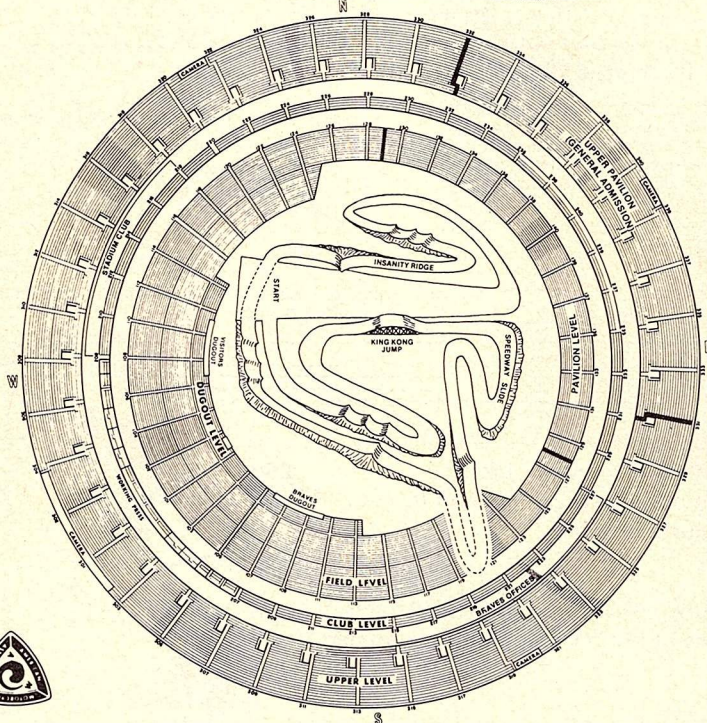
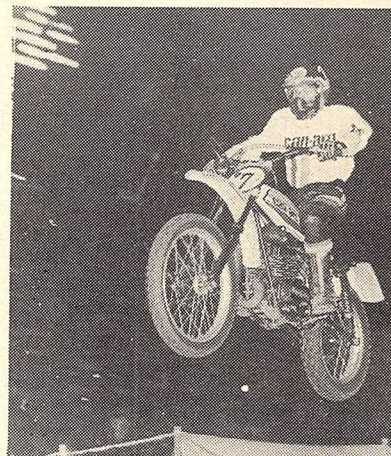
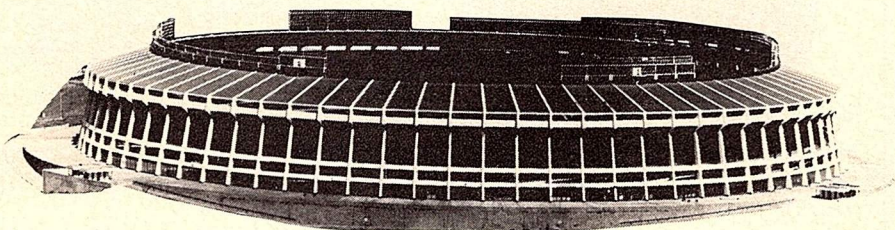
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MAICO 250

Continued from page 59

Its handling qualities give it great potential with just a change in rear shocks, springs front and rear, and some experimenting with oils. Even with these changes, it is one of the heaviest and the most tiring 250s to ride. You're going to have to be one strong son of a gun to successfully compete on this baby, especially if the courses in your area are particularly rough by nature and the motos long. Also, you're going to find a use for all of the fine tools that come with the bike, plus many more that you will find yourself needing and using often. Maicos inherently require a considerable amount of meticulous maintenance in order to remain competitive moto after moto.

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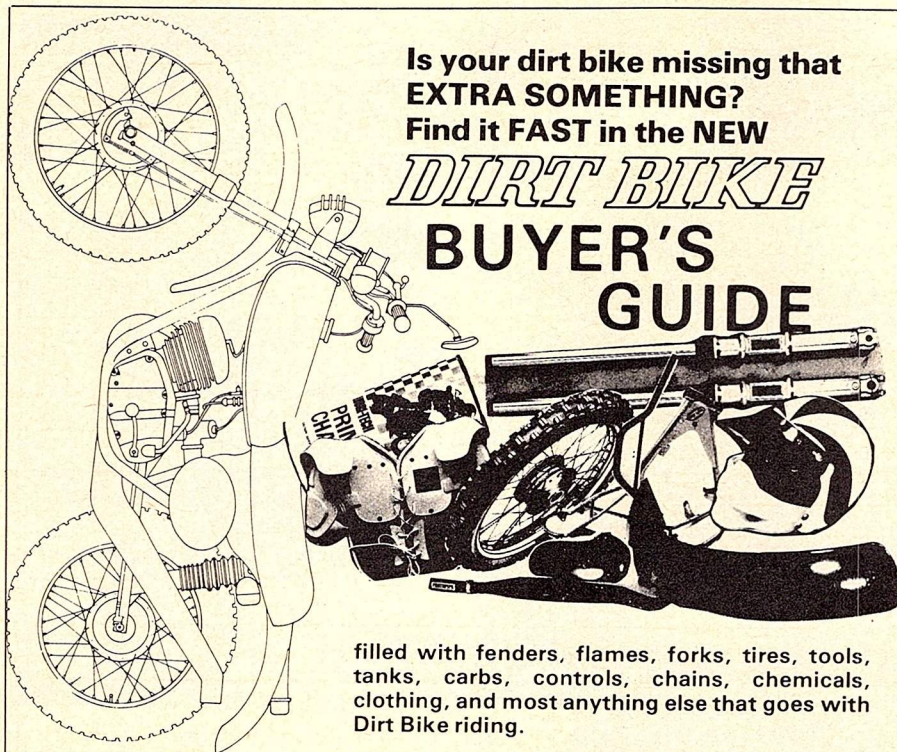
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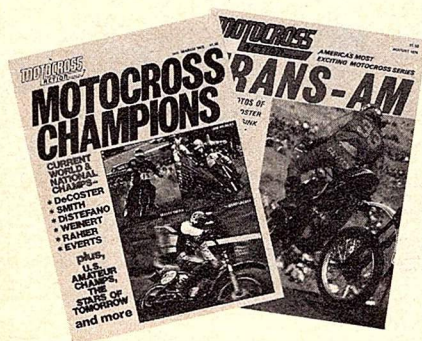
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SCHOONMAKER

Continued from page 5

quarter, we'll have to pick what we need carefully.

I'm looking forward to having some fun riding in the future. Hoping that the fad will lose its grip on aspects of the sport which used to, but do not now, give me pleasure. People who know me now as an avid trail rider have a hard time imagining me behind a motocross starting gate. I used to ride motocross, and enjoyed it. My like for the sport never changed, I just couldn't stand the scene. So I went on to enduros. Time went by and enduro riders in Southern California slowly changed from an easygoing, fun group of slightly self-abusive enthusiasts, to a dwindling group of people who forgot how to have fun and remembered only how seriously they took themselves. So today I ride trail with a few hand-picked people.

In the future I'd like to see people having fun riding motocross and enduros and whatever. When I can be relatively sure of not being bludgeoned by a pre-pubescent mommy's boy on a \$3000 BS125 Lookfast, dressed to the teeth, then I'll be glad to return to losing motocross races. Maybe motocross will return to a natural-terrain kind of event where the challenges are more to skill and less to lack of brains.

I'd get a kick out of riding enduros with my buddies, too. Maybe we can find or make some enduros where we can ride hard over demanding terrain and lose to the guy who is the best rider. Maybe we can ban computers, but better yet, maybe we can make them useless. Maybe we can drink too much, sweat some and set the asinine obsession with fleeting seconds aside.

None of these things have to happen. But for the first time in five years, dirt riding can see forward to a time when its participants will again be enthusiasts. Enthusiasts can do the job. Who knows, maybe once our political clout in numbers is gone Unk Sam will kick dirt riding the heck out. The possibility can't be ignored. But, there's one thing I can personally promise you from the bottom of my anarchistic little heart: If I am still enjoying riding when the shit hits the fan, it will take far more than laws to stop me.

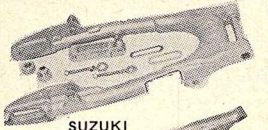
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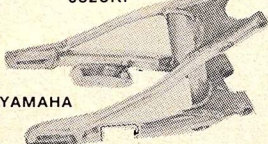
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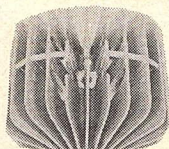
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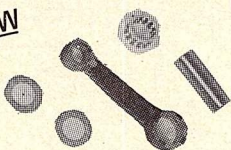
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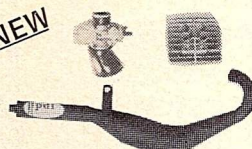


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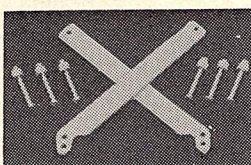
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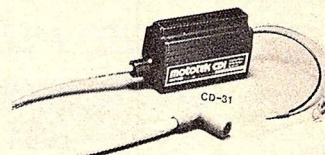
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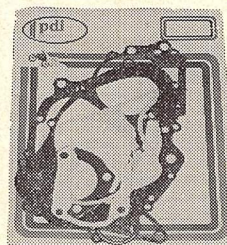
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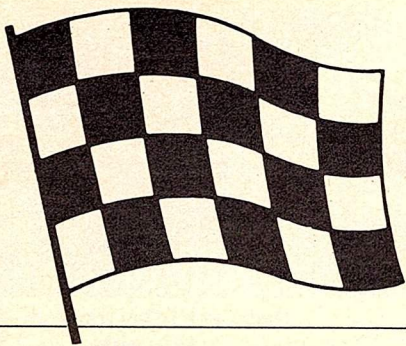
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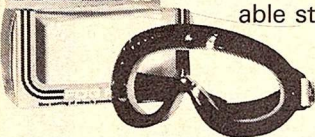
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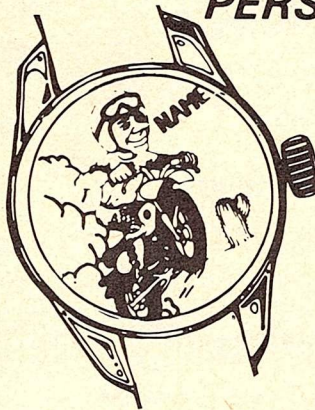


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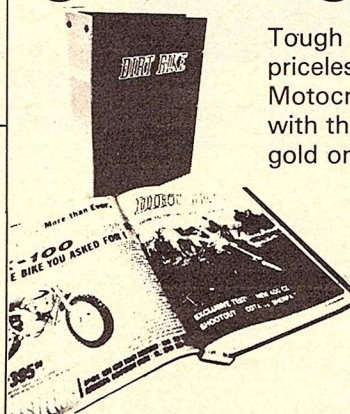
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MINI SHOOTOUT

Continued from page 65

available and, after three years on the market, the basics are pretty well sorted out.

The Suzuki RM80B is an excellent first model that should challenge Yamaha's hold on the competition market. Most feel it turns better than the Yamaha, is down a little in power compared to the YZ. That may be attributable to the smaller carburetor.

Engine specialists see plenty of room inside for pumping out a lot more power for modified racing. They feel it has the potential to be as fast or possibly faster than the YZ. Time will tell on that one. Suzuki is (will be) marketing a Hop Kit, as they did for the RM125 when it was initially released. The RM80 is obviously a serious racing effort by Suzuki.

The Honda XR75 is probably the best general-usage trailbike of the trio, but unanimous low man as far as serious racing. General feeling is that a breathed-on XR can be made competitive with the yellow two-strokes — before they get modified. Pitting a modified XR against a top-dollar modified YZ or RM calls for an excellent rider because current technology within financial limitations can't improve the four-stroke power that much. It's still the all-time favorite pit bike with its mild, quiet manner. A pair of shocks (S & W has mini shocks and springs) coupled with some power bolts-ons can make for enjoyable competition, somewhere below the level of the World Mini Grand Prix.

There you have it. Low Noon. Short in the Saddle. Showdown at the 80 Corral. We hope you appreciated our taking time away from our big bikes, not to mention Elmer and Little Elmer, to get this together for you. Now we're going to kick back and do what we normally do. Just remember, those minis and their riders are out there and they're coming hard. Ignore them if you want, but someday some of them are going to ignore you as they go by — snicking up and snickering.

NAME BRANDS

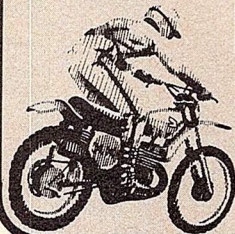
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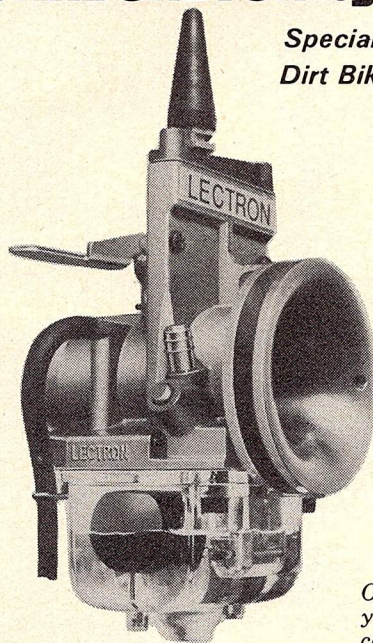
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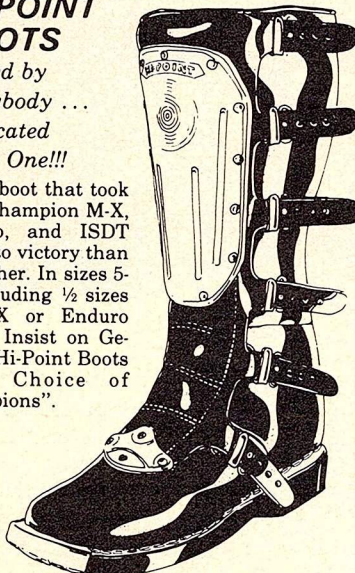
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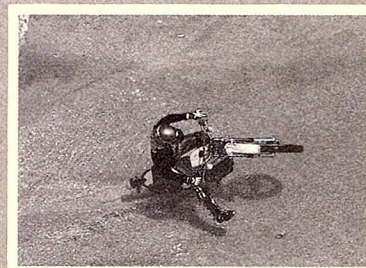
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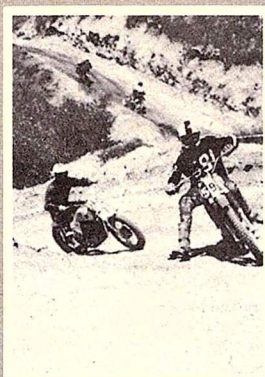


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GRIZZLY BEAR

Continued from page 48

change a tire at the end of a grueling event, you really should try to catch it sometime. It's quite a show. At home, with every tool in the world at my disposal, I can generally do a tire in just under two hours. John Fero . . . now you're not going to believe this, but John Fero won the tire change with a time of one minute and 35 seconds. **ONE MINUTE AND 35 SECONDS!** 1:35, I swear it's true! I never would have believed it if I hadn't seen it myself. And that was a rear tire, too. Needless to say, John has made a few modifications to his rear wheel mounting arrangement to enable him to perform this feat. Carl Cranke, who did his wheel in just over three minutes, insisted that we tell you that Fero did lose his valve core somewhere during that one-thirty-five, but we're not going to. We're nice guys. We're also not going to make a big deal out of the fact that Cajun Carl only managed to come in fourth for the whole event. It is enough for Carl to know that when he loses, most everyone is surprised. That says quite a lot.

Results were protested and the Ramblers had some kind of trouble with their computerized score-keeping and had to do it all by hand. For those reasons, we have very few statistics to give you and these are not official.

We also want to point out that the Highway Patrol man who was doing sound testing of the bikes at the impound area was so impressed by the quietness of same that he decided to scrap the test halfway through. It seems that no one showed up with an illegally loud bike. Now *that's* something to brag about!

RESULTS

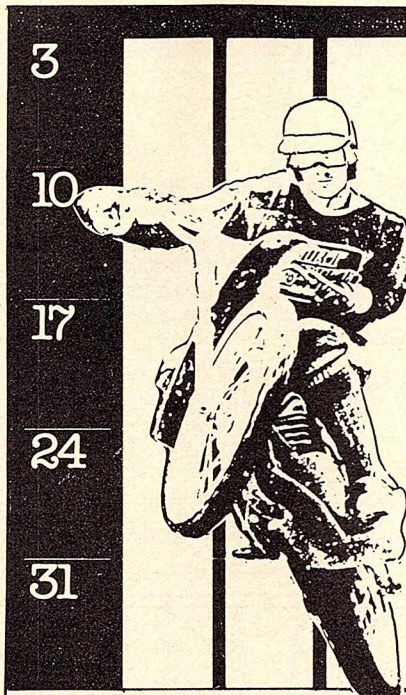
Overall:	John Fero	Yam
750:	Parra O'Sochian	Yam
500:	John Fero	Yam
350:	Carl Cranke	Pen
250:	Larry Thompson	KTM
175:	Brian Lee	KTM
125:	Jim Stremfel	Pen

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1. AGE GROUP

- a) Under 16
- b) 16-20
- c) 21-25
- d) 26-30
- e) 31-40
- f) 41 and over

2. ANNUAL INCOME

- a) Under \$10,000
- b) \$10,000-\$14,999
- c) \$15,000-\$19,999
- d) \$20,000 or more

3. DO YOU OWN A MOTORCYCLE?

- a) Yes
- b) No

4. IF YES, HOW MANY?

5. WHAT MAKES DO YOU OWN?

- a) Honda
- b) Yamaha
- c) Suzuki
- d) Kawasaki
- e) Bultaco
- f) Montesa
- g) Ossa
- h) Maico
- i) Triumph
- j) Can-Am
- k) Harley-Davidson
- l) Rokon
- m) Hodaka
- n) Penton/KTM
- p) Husqvarna
- q) other

6. WHAT TYPE OF BIKES DO YOU OWN?

- a) trail/enduro
- b) motocross
- c) street/ trail
- d) trials
- e) flat-track
- f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?

- a) motocross
- b) enduros
- c) trials
- d) flat-track
- e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?

- a) yes
- b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY?

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?

- a) \$0-\$25
- b) \$25-50
- c) \$50-\$100
- d) \$100-\$200
- e) \$200-\$400
- f) \$400 and over

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?

- a) competition
- b) technical
- c) new bike tests
- d) personality features
- e) product evaluations
- f) other

1st _____
2nd _____
3rd _____
4th _____
5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?

- a) Dirt Bike
- b) Motocross Action (insert letter)
- c) Cycle
- d) Cycle World
- e) Cycle Guide
- f) Popular Cycling
- g) other

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DIRT BIKE

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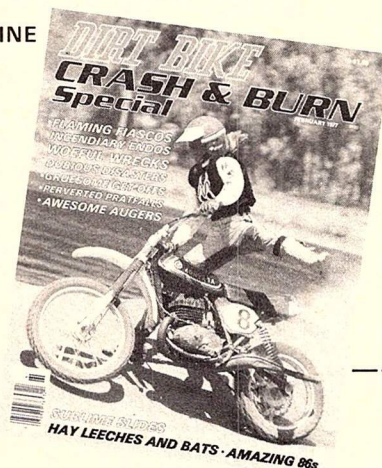
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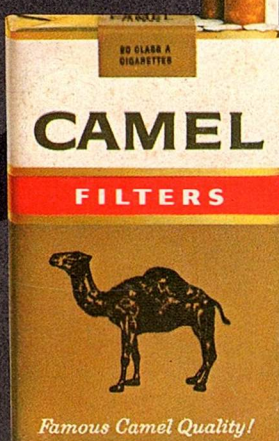


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MAY 8	Gardena, Calif.	JULY 10	Sonoma, Calif.	SEPT. 11	Syracuse, N.Y.
MAY 15	San Jose, Calif.	JULY 16	Castle Rock, Wash.	SEPT. 17	Toledo, O.
MAY 22	Oklahoma City, Okla.	JULY 23	Sacramento, Calif.	SEPT. 25	San Jose, Calif.
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